Canada-Saskatchewan

Strategic Highway Infrastructure Program

2004-2005 Annual Report

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1. Introduction

Canada and Saskatchewan signed the Strategic Highway Infrastructure Program (SHIP) contribution agreement on January 24, 2002. As such, this is the third annual report submitted to the Management Committee by Saskatchewan under Clause 3.7 of the agreement. The Management Committee considered a one year extension to the program in March 2005 and the Canada-Saskatchewan SHIP Agreement will run through to the end of fiscal 2006.

The development and maintenance of basic infrastructure is a key component of a competitive economy: Canada must have the capacity to move people and goods safely and efficiently and; therefore, has committed to continue improving its physical infrastructure for the 21st century.

Saskatchewan's economy is dependent on the export of goods and services. Modern transportation infrastructure and logistics services are essential to support trade and growth.[1] Saskatchewan's current transportation system supports a wide range of economic activities. These include agriculture and food processing, manufacturing, mining, tourism, and a multitude of service industries.

Saskatchewan's economic strategy[2] contains a commitment to invest in key transportation infrastructure; specifically, infrastructure that promotes safety, encourages tourism, promotes economic growth, and improves highway links between major centres and the world marketplace. The continuation of twinning on Highway 1 and Highway 16 directly supports this economic strategy.

Meeting Saskatchewan's current and future economic and trade development needs requires continued preservation and enhancement of the transportation infrastructure. Saskatchewan faces some tremendous challenges as the economy competes in the global marketplace. Modern logistics, such as just-in-time deliveries, are key to competitiveness. Associated with these trends is a shift between the relative importance of the two prevailing modes of transportation in Saskatchewan; rail and truck. Rail continues to decline in importance due in part to a decrease in availability, and increases in freight rates. The shift from rail to road is also directly related to changes in the economy, and the movement towards more high-value, processed goods which require timely and accessible truck service. Jurisdictions that fail to provide an efficient transportation infrastructure severely restrict the competitiveness of producers and suppliers in their region.[3]

The SHIP initiative provides a strategic approach for highway investments toward the goal of sustaining Canada's highway system by promoting infrastructure improvements that have a high potential of productivity returns. The SHIP is designed to support trade, tourism and investment in Canada; sustain strategic investments in all parts of the country to reflect regional needs; make the Canadian highway transportation system more reliable, efficient, competitive, integrated and a leader in the use of transportation and information technologies; and improve the quality of life of Canadians by promoting safer and more environmentally sustainable transportation[4].

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[1] *Transportation Trade Corridors* – Saskatchewan Highways and Transportation, January 2002
[2] *Partnership for Prosperity* – Saskatchewan Economic and Co-operative Development, 2001
[3] *Macroeconomic Performance and Public Highway Infrastructure*, Transport Canada, 1996
[4] Schedule A of the Canada-Saskatchewan SHIP Agreement, January 2002

2. General Overview of Results

Canada and Saskatchewan funded six highway construction projects under SHIP in fiscal 2004, and commenced three regional planning studies. The construction projects included two projects on Highway 16 and five projects on Highway 1 (including two projects west of Swift Current, two previously approved projects near Broadview and one project west of Wapella approved in April 2005). Two of the planning studies will be conducted in the Saskatoon area, along Highway 16 between Saskatoon and Clavet and at the intersection of Highways 7 and 14. The third planning study focuses on Highway 1 between Regina and Balgonie. Locations of the projects are illustrated in Figure 1.

Highway 1 (Trans-Canada Highway) and Highway 16 (Yellowhead Highway) are part of the National Highway System (NHS) in Saskatchewan. These highways span Saskatchewan from east to west and connect to the Trans-Canada and Yellowhead highways in Manitoba and Alberta. These highways are well used commuter roads around the cities of Saskatoon, Regina, Moose Jaw, Lloydminster, North Battleford and Swift Current; and are the major inter-provincial trade corridors in Saskatchewan. There are also numerous communities and attractions along these routes.

Saskatchewan's SHIP projects are primarily twinning projects. Twinning not only increases traffic capacity but enhances safety by reducing head-on and side-swipe collisions. A recent study[5] comparing collision statistics on a section of Highway 16 for a period of five years before and after twinning shows a 55 percent reduction in accidents. The analysis shows that twinning reduces the fatal collision rate by 86 percent.

The decision to twin a highway is not based on reducing collision rates alone, but overall enhancement of mobility and transportation efficiencies, trade and economic development, and sustainable transportation. All of these measures will improve immensely with the completion of the SHIP projects in Saskatchewan.

Economic research has established that investments in highways can generate significant productivity growth. Some studies suggest that a one percent increase in highway capital inventory could generate up to a 0.6 percent increase in private sector productivity, and that highway investments can provide annual returns of 10 to 40 percent.[6] Productivity gains are achieved through supply chain enhancements, which can only be achieved through the provision of road infrastructure of adequate capacity and quality to ensure efficient, reliable, and expedited trucking services.

Saskatchewan's SHIP projects will have a significant impact on provincial and regional trade. Saskatchewan is a trade-dependent province, with a two-way trade value in excess of our total Gross Domestic Product. Figure 2 illustrates that over 10 million tonnes of various commodities at a value of $34.69 billion,[7] are transported over SHIP projects on Highway 1 west and Highway 16 alone. This is more than the provincial trade value,[8] demonstrating how efficiency improvements to these routes impact the regional economy.

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[5] Saskatchewan Highways' collision analysis of Highway 16 between North Battleford and Saskatoon identified a 55 percent decrease in the five-year collision rate after twinning

[6] *An Overview of Transportation Infrastructure and Services in the Northern Great Plains*, Northeast Midwest Institute

[7] Analysis of the 1999 National Roadside Study

[8] Saskatchewan's two-way trade in 1999 was $30.6 billion – *Transportation Trade Corridors*, Saskatchewan Highways and Transportation, January 2002

Figure 1 – Locations of Saskatchewan's SHIP Projects

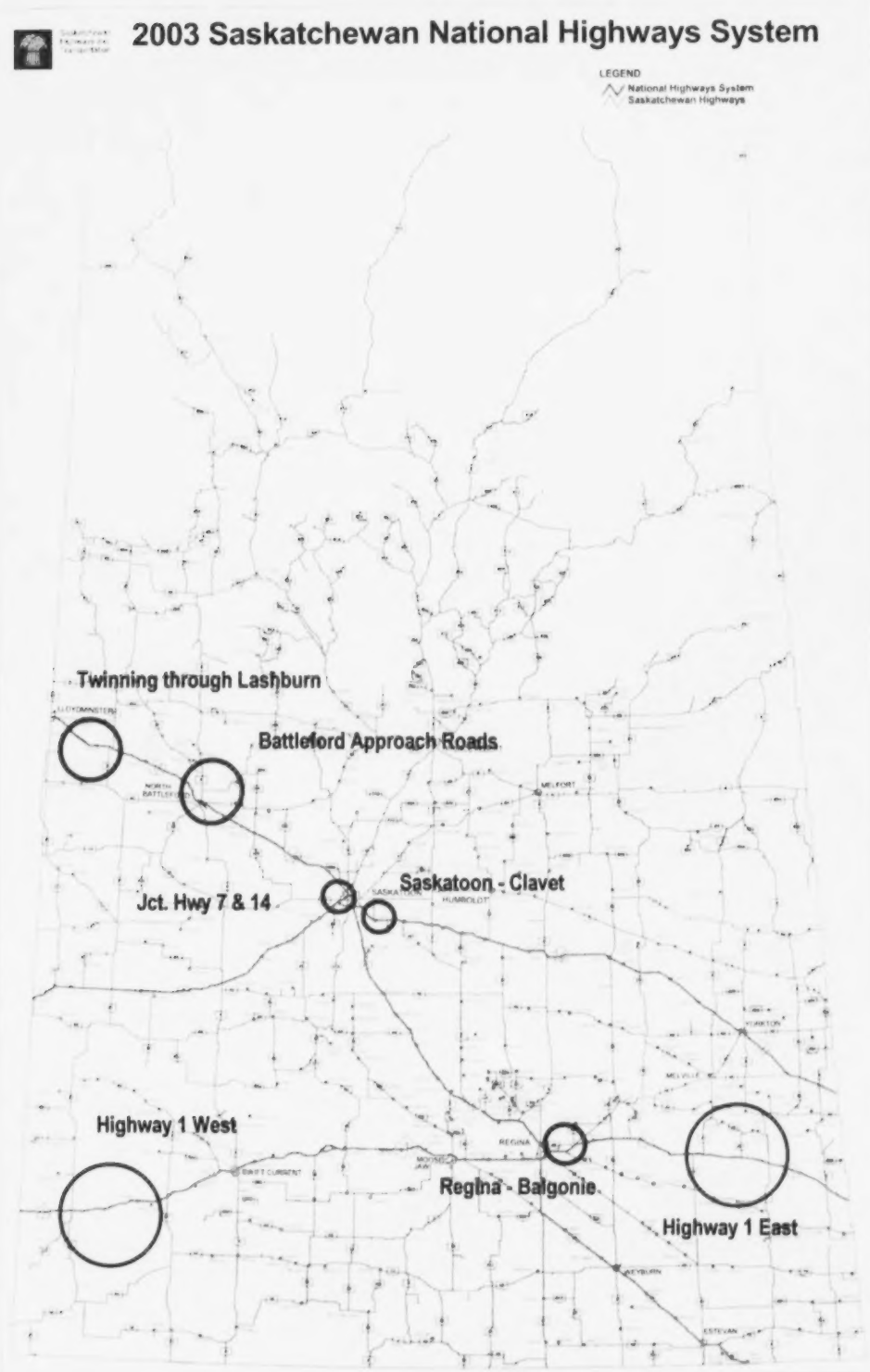


Figure 2 – Economic Impact of Saskatchewan's SHIP Projects

3. Official Management Committee Meetings

Mr. Bryce Conrad, Director of Highways and Borders for Transport Canada was appointed as the federal representative for the Management Committee in January 24, 2005, replacing Ralph Jones. Mr. David Stearns, Regional Preservation Engineer, Saskatchewan Highways and Transportation, was appointed as the provincial representative for the Management Committee; Lori Matthews, A/Manager of Operational Assessment, Saskatchewan Highways and Transportation, has replaced Andrea Fisher as a provincial member. Miranda Carlberg, Saskatchewan Highways and Transportation and James Clarkin, Transport Canada continue on the Management Committee and Jim Lothrop remains as an acting alternate federal member.

The Management Committee for the Canada-Saskatchewan SHIP Agreement had its fifth meeting on April 18, 2005 in Regina. The meeting was attended by David Stearns, Bryce Conrad, Lori Matthews, and Miranda Carlberg, as well as John Czernick, Ray Connoly, and Curtis Wiebe of Saskatchewan Highways and Transportation. James Clarkin of Transport Canada also attended. General procedural issues and possible site visits were discussed, as well as a request for an extension to the program to include another grading project on Highway 1 east. Minutes for the meeting are contained in Appendix A.

4. Schedule B Revisions

Schedule B of the Canada-Saskatchewan SHIP Agreement outlines the project array to be completed under the agreement. Project proposals are typically submitted to the Management Committee for consideration. The projects to be undertaken are added to the Schedule B by the federal co-chair.

However, the original Schedule B (Revision #0) was approved by Minister Wartman and Minister Collenette signing the agreement. The remaining revisions were approved by the SHIP Agreement Management Committee as noted in Table 1. Schedule B, Revision 8 is attached in Appendix B.

Table 1 – Canada-Saskatchewan SHIP Agreement Schedule B Revisions

Revision	Revision Date	Reason for Change	Approved
0	January 24, 2002	Original	Approved by Ministers as part of the agreement
1	June 10, 2002	Cost adjustment for projects 1.2, 3.1	Approved by Management Committee
2	June 26, 2002	Cost adjustment for projects 1.2, 3.1	Approved by Management Committee
3	September 13, 2002	Cost adjustment for projects 1.1,1.2, 3.1	Approved by Management Committee
4	January 30, 2003	Cost adjustments for projects 1.1, 1.2, and 3.1 Add projects 4.1 and 4.2	Approved by Management Committee
5	March 17, 2003	Cost adjustments for projects 1.1, 1.2, 3.1, 4.1 and 4.2	Approved by Management Committee
6	April 13, 2003	Cost adjustments for projects 1.1, 1.2, 3.1, 4.1 and 4.2	Approved by Management Committee
7	January 28, 2004	Cost Adjustment for project 1.1, 1.2, 3.1, 4.1, 4.2 Add projects 2.2, 2.3, 2.4	Approved by Management Committee
8	July 22, 2004	Cost Adjustment for project 1.1, 1.2, 3.1, 4.1, 4.2, 2.2, 2.3, 2.4 Add projects 5.1, 5.2	Approved by Management Committee

5. Project Updates and Expected Results

Construction on Highway 1 west is complete and the highway lanes are open to traffic. On Highway 1 east, one of two projects is complete and the other has approximately 1.5 km remaining. Finishing work was completed on the projects on Highway 16, although some lighting installations will be carried over to the 2005/06 fiscal year. The corridor study of Highway 16 and the intersection study of Highways 7 and 14 have both been completed. The corridor study between Regina and Balgonie has been completed and the final report was submitted on May 10, 2005. More descriptive updates and expected results for individual projects are provided below.

Project 1.1 – Highway 16: Twinning through Lashburn

The project at Lashburn includes twinning Highway 16 between Maidstone and Lloydminster. This project is part of a larger Canada-Saskatchewan initiative to twin Highway 16 between North Battleford and Lloydminster. The Lashburn project consisted of twinning 3.0 km of limited access highway through the town of Lashburn. Construction incorporated 2.8 km of new eastbound lanes for Highway 16, 1.6 km for a south service road, 2.6 km for a north service road, 0.7 km to tie a grid road into the west intersection, and new intersections on the east and west sides of Lashburn.

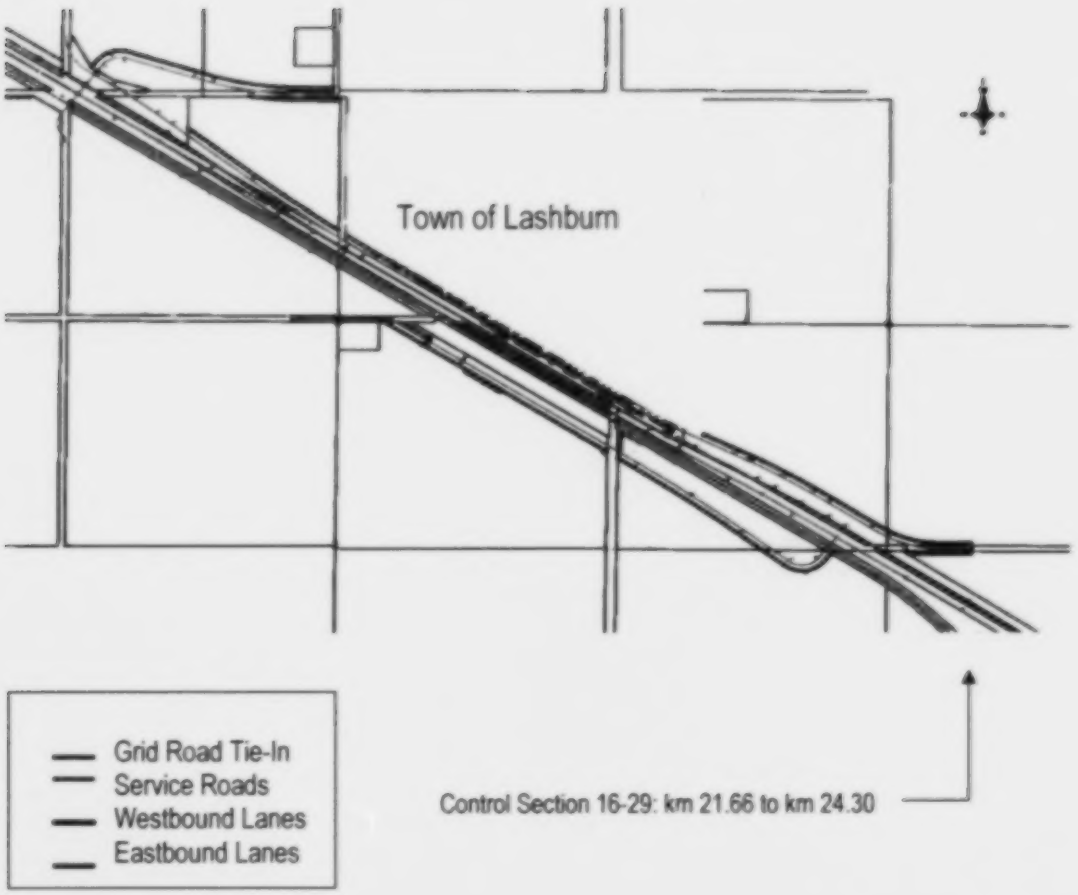
Project Status

Figure 3 illustrates the Lashburn project; the location is shown in Figure 1. The project was substantially completed in 2002. The contractor completed the remaining work, mostly clean-up and reseeding, in 2003. The project was completed by its target date, and the affidavits were submitted on October 25, 2004. Saskatchewan provided monitoring and project supervision throughout construction. Federal-provincial agreements and contract authorizations for the Lashburn project are itemized in Table 2.

Table 2 – Contract Authorizations for Highway 16: Twinning through Lashburn

Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
CM02031	May 22, 2002	July 15, 2003	$3,516,000	Construction of Subgrade and Surfacing Structure
HWY16Lshbrn	May 22, 2002	March 31, 2004	$638,000	Construction Materials Contract
Hwy16LshSund	January 24, 2002	March 31, 2004	$505,000	Sundry Item Contract
Hwy16LshEA	January 24, 2002	March 31 2004	$52,000	Environmental Assessment of Contaminated Soil

Figure 3 – Highway 16: Twinning through Lashburn Project



Environmental Issues

Federal environmental approval for the Lashburn project was provided on April 19, 2002. Construction encompassed an existing highway, was through a town, and was within an area of previously disturbed cultivated land.[9] This project did not significantly impact the environment, rare species or heritage sites. No fisheries issues were encountered, as no streams were crossed by Highway 16 in the construction area. Earth borrow pits for the subgrade construction were located on privately-owned lands east and west of Lashburn. Aggregate for the pavement structure of the highway segment were obtained from existing department-owned pits located in the Maidstone area. The crusher and hot-mix plant were set up in a department owned stockpile site two kilometres east of Lashburn, adjacent to the highway.

Areas of petroleum contamination were identified at sites along Highway 16 within Lashburn. The contamination was likely associated with former and existing service stations.[10] An estimated 4,000 m^3 of contaminated soil was exhumed during highway construction, and hauled to department owned property east of Lashburn to be land-farmed.

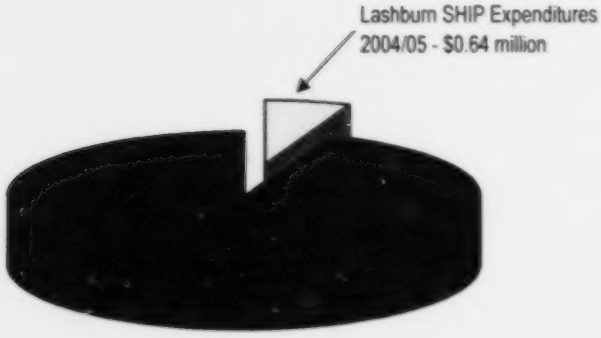
Financial Summary

A financial summary for the Lashburn project is outlined in Table 3. Figure 4 illustrates the 2004/05 Lashburn expenditures as a portion of the shareable 2004/05 SHIP expenditures. Figure 5 demonstrates the Lashburn expenditure breakdown by fiscal year. All expenditures are based on Schedule B Revision 8 dated July 22, 2004.

Table 3 – Highway 16 Twinning through Lashburn Financial Results - Schedule B Summary

Project Cost	Shareable Project Cost	Agreement Contributions		Actual 2003/2004 Expenditures	2003-2004 Accrual	2004/2005 Forecast Expenditures
		Federal	Provincial			
$6,089,955	$4,711,000	$2,355,500	$2,355,500	$134,525	$52,859	$638,329

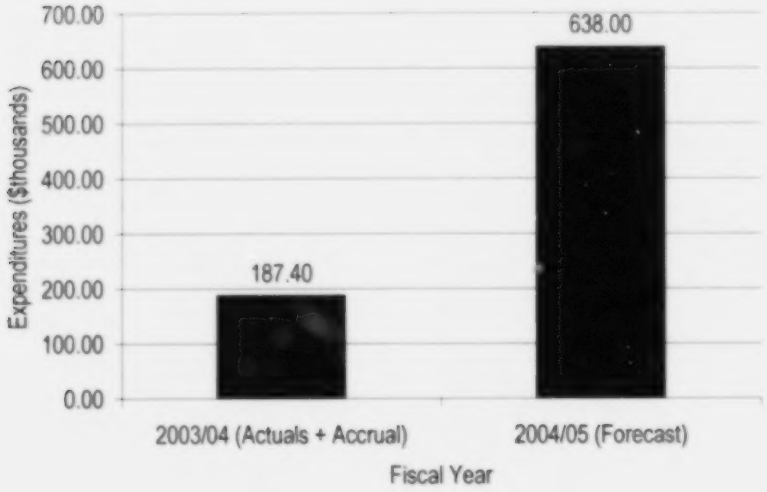
Figure 4 – 2004/05 SHIP Expenditures



SHIP Forecast Expenditures 2004/05 - $10.56 million

[9] December 19, 2001 - AMEC
[10] December 1999- May 2000 - Pinter & Associates

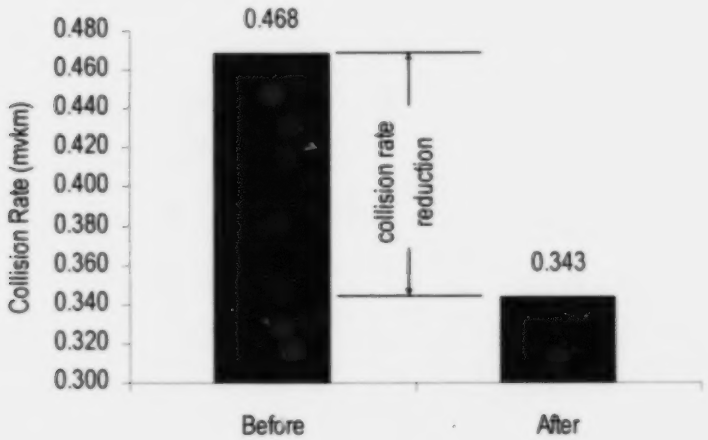
Figure 5 – SHIP Expenditure Breakdown by Fiscal Year



Expected Results

The Lashburn project will have a positive effect on the safety performance and pollution production of Highway 16. The 3 km single-lane roadway had a collision rate of 0.468 collisions per million vehicle kilometres (mvkm) before the twinning project.[11] After the project, this rate is expected to decrease to 0.343 collisions per mvkm or less, which is the typical 15-year collision rate for a four-lane rural highway (illustrated in Figure 6).[12] In addition, MicroBENCOST analysis suggests that fuel consumption and carbon monoxide production will be reduced by 255,000 l and 20,000 kg respectively over the 20-year analysis period,[13] enhancing the environmental sustainability of transportation in Saskatchewan.

Figure 6 - Projected Accident Rates



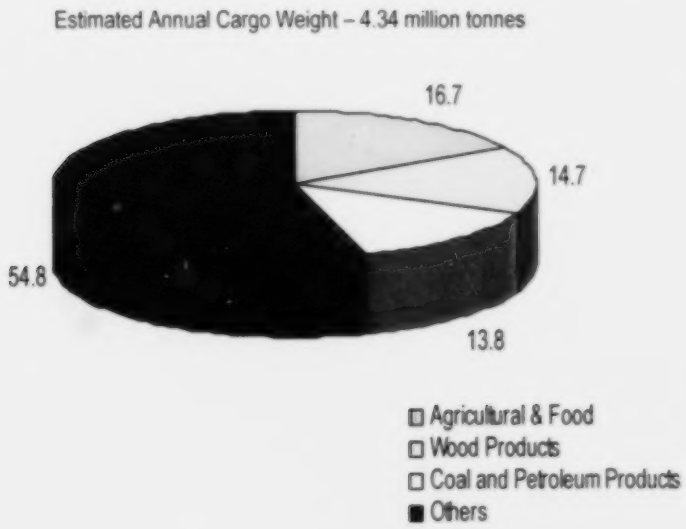
[11] This collision rate excludes collisions with animals.

[12] Saskatchewan Highways' collision analysis of Highway 16 between North Battleford and Saskatoon identified a 55 percent decrease in the five-year collision rate after twinning, and an 86 percent decrease in the fatal collision rate.

[13] *Twin Highway 16 Through the Town of Lashburn* – SHIP Project Submission, 2001

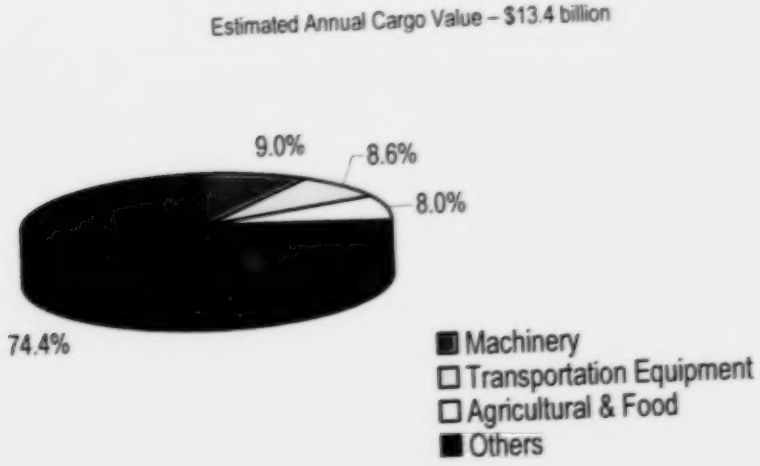
This section of Highway 16 has incurred a 27 percent increase in traffic volume, and a 41 percent increase in truck traffic over the past decade. The traffic growth rate is projected to be two percent per year considering all traffic including truck traffic. This segment of Highway 16 supports an estimated annual cargo weight of 4.34 million tonnes, valued at $13.4 billion dollars (as illustrated in Figures 7 and 8).[14] The Lashburn project will increase mobility and also transportation efficiency by decreasing delay times for delivery of commodities.

Figure 7 – Estimated Annual Cargo Weights and Top Three Commodities at Marshall



[14] Analysis on data from the 1999 National Roadside Study for Highway 16 at Marshall, Saskatchewan

Figure 8 – Estimated Annual Cargo Value and Top Three Categories for Marshall



Federal/Provincial Events

Federal and provincial representatives visited the Lashburn project on July 11, 2002. Transport Canada was represented by Kim Aziz, the Highway Programs Manager for Surface Programs at the time. Saskatchewan Highways and Transportation was represented by Ray Connoly, Engineering Projects Director; Robert Berry, Senior Policy Advisor and co-chair of the SHIP Management Committee; and Robin Christopher, Lashburn Project Manager. Note: Committee revisions have been made since this visit.

A final site inspection for Transport Canada occurred on October 15, 2002. Kim Aziz, Robin Christopher, and Miranda Carlberg took part in the inspection.

A ceremony marking the opening of the Lashburn project was held on November 1, 2002. Ralph Jones represented Transport Canada at the ceremony. Minister Mark Wartman represented Saskatchewan Highways and Transportation.

Opening Ceremony at Lashburn

Project 1.2 – Highway 16: Approach Roads to the Battlefords Bridge

This project involved twinning 3.2 km of Highway 16 from west of the junction of Highway 4 and Highway 16 to the new bridge constructed across the North Saskatchewan River at North Battleford.

Project Status

The main roads for this project and the bridge were open to traffic in 2002. One access ramp and the roadway lighting was installed in 2003/04. The project was completed in the 2003/04 construction season. Saskatchewan provided monitoring and project supervision throughout the duration of construction.

View Facing South at the Approach Roads to the Battlefords Bridge

Figure 9 illustrates the Battlefords project; the location is shown in Figure 1. Federal-provincial agreements and contract authorizations for the Battlefords project are itemized in Table 4.

Table 4 – Contract Authorizations for Highway 16: Approach Roads to the Battlefords Bridge

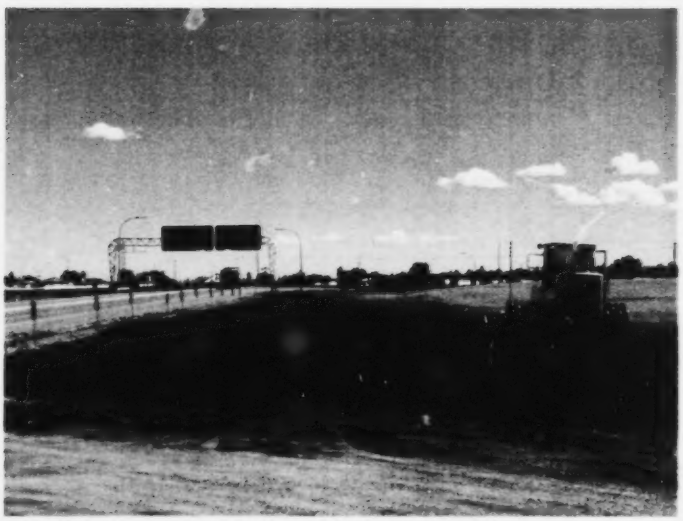
Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
CO2026	June 21, 2002	September 15, 2003	$3,963,000	Construction of Subgrade and Surfacing Structure Contract
NBMaterial	June 21, 2002	Sept 13, 2004	$1,058,000	Supply of Construction Materials
Hwy16NBSundries	October 28, 2002	October 28, 2004	$952,000	Supply of Sundry Items
CO3050	May 1, 2003	November 11, 2004	$829,000	Construction of Subgrade and Surfacing Structure Contract

Figure 9 – Highway 16: Approach Roads to the Battlefords Bridge Project

Environmental Issues

Federal environmental approval for the Battlefords approach roads project was provided on April 19, 2002. This project did not significantly impact the environment, rare species or heritage sites, as the construction of the 3.0 km of twinned highway was through cultivated land. Neither heritage sites nor rare species were observed during the field studies of this area.[15] Borrow pits were not required for subgrade construction. Subgrade materials were obtained from within the new right-of-way, primarily from the south approach cut to the bridge, with the remainder obtained from ditch cuts. The aggregate for the project was obtained from a private pit adjacent to the highway, near the bridge.

View of Approach Roads to the Battlefords Bridge Construction



Embankment Construction of the Approach Roads to the Battlefords Bridge

[15] December 21, 2002 - Clifton Associates

View of the Battlefords Bridges

Financial Summary

A financial summary for the Battlefords approach roads project is outlined in Table 5. Figure 10 illustrates the 2004/05 Battlefords expenditures as a portion of the shareable 2004/05 SHIP expenditures. Figure 11 shows the Battlefords expenditure breakdown by fiscal year. All expenditures are based on Schedule B Revision 8 which is dated July 22, 2004.

Table 5 – Highway 16 Approach Roads to the Battlefords Bridge Financial Results – Schedule B Summary

Project Cost	Shareable Project Cost	Agreement Contributions		2003/2004 Actual Expenditures	2003/2004 Accrual	2004/2005 Forecast Expenditures	2005/2006 Forecast Expenditures
		Federal	Provincial				
$7,500,685	$6,802,000	$3,401,000	$3,401,000	$764,198	$21,132	$1,159,612	$0

Figure 10 – 2004/05 SHIP Expenditures

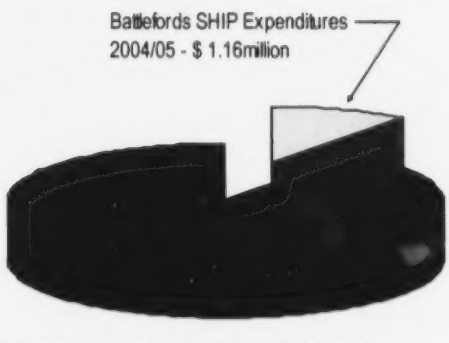
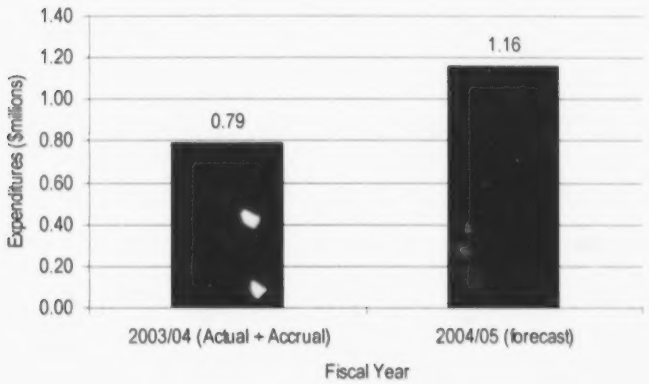


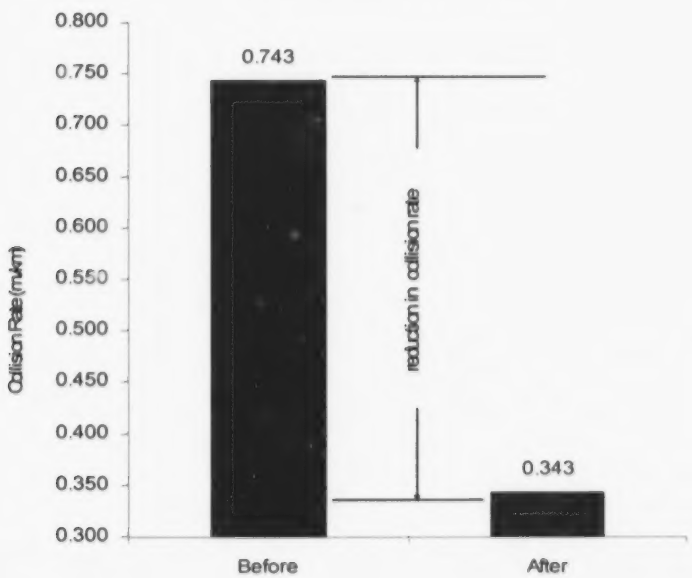
Figure 11 – SHIP Expenditure Breakdown by Fiscal Year



Expected Results

The Battlefords Approach Roads project will have a significant positive effect on the safety of Highway 16. The collision rate on this single-lane section of highway was quite high prior to twinning, at 0.743 collisions per mvkm. The rate is expected to decrease to at least 0.343 collisions per mvkm[16] with the completion of the Battlefords project, which is the 15-year average collision rate for divided highways (as illustrated in Figure 12). MicroBENCOST analysis determined a discounted accident benefit of $1.4 million for this relatively short segment of roadway. In addition, this project will enhance environmental sustainability by reducing fuel consumption by 333,000 L and carbon monoxide production by 5,000 kg.[17]

Figure 12 – Collision Rates



[16] The accident rate could be reduced to 0.336 collisions per million vehicle km based on a 55 percent reduction.
[17] *Twin Highway 16 Near the Battlefords* – SHIP Project Submission, 2001

Federal/Provincial Events

Federal and provincial representatives visited the Battlefords project on July 11, 2002. Transport Canada was represented by Kim Aziz, Highway Programs Manager for Surface Programs. Saskatchewan Highways and Transportation was represented by Ray Connoly, Engineering Projects Director and Robert Berry, Senior Policy Advisor and co-chair of the SHIP Management Committee.

A final site inspection for Transport Canada occurred on October 15 2002. Kim Aziz and Miranda Carlberg took part in the inspection. Note: There have been management revisions since this event.

A ceremony marking the opening of the Battlefords project and new Battlefords Bridge was held on November 1, 2002. Ralph Jones represented Transport Canada at the ceremony. Minister Mark Wartman represented Saskatchewan Highways and Transportation.

Opening Ceremony at the Battlefords Bridge

Project 2.2 – Trans-Canada Highway 1: Study between Regina City Limits and Balgonie

This project consists of a study that will review the Highway 1 corridor from Balgonie to Regina. The study will identify current and emerging operational and safety issues, recommend staged options to address these issues, and comment on how these options fit with the long term plan outlined in the Regina Regional Highway Planning Study.

Project Status

UMA Engineering Ltd. was selected to carry out the study which was carried out in the fall of 2004. The final report was submitted May 10, 2005. The final report explains that many of the main intersections along the study area had severe delays in traffic flow. Two alternatives have been suggested to improve traffic operations and driver safety in this section of Highway 1. Both alternatives include adding interchanges at Tower Road, Highway 48 and Highway 46. The first alternative includes adding an additional interchange at Gravel Pit Road and at Great Plains Industrial Park Access. The second alternative includes adding an additional interchange at Pilot Butte Access and at Emerald Park Access. Based on the evaluation criteria, Alternative two was found to be preferred. Figure 13 illustrates Alternative two. Federal – Provincial Agreements and Contract Authorizations for the corridor study are itemized in Table 6. The report was reviewed by the Department and accepted on June 21, 2005. The recommended alternative varied from the existing long tern plan therefore further study is required.

Table 6 – Contract Authorizations for Trans-Canada Highway 1 – Corridor Study

Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
Hwy 1 Corridor Study	May 10, 2004	October 25, 2004	$48,000	Corridor Study

Environmental Issues

This is a planning and evaluation study and will not incorporate any road work. As such, there are no environmental issues.

Financial Summary

A financial summary for the Trans-Canada Highway 1 – Corridor Study is outlined in Table 7. This project was not started until May 2004, and is therefore part of the 2004 – 05 fiscal year. At a total cost of $44,200, this project will represent 0.39% of SHIP expenditures in Saskatchewan in 2004-05.

Table 7 – Trans-Canada Highway 1 – Financial Results - Schedule B Summary

Project Cost	Shareable Project Cost	Agreement Contributions		2004/2005 Forecast Expenditures	2005/2006 Forecast Expenditures
		Federal	Provincial		
$48,000	$44,200	$22,100	$22,100	$44,200	$0

Figure 13 – Highway 1 Between Regina and Balgonie Recommended Option

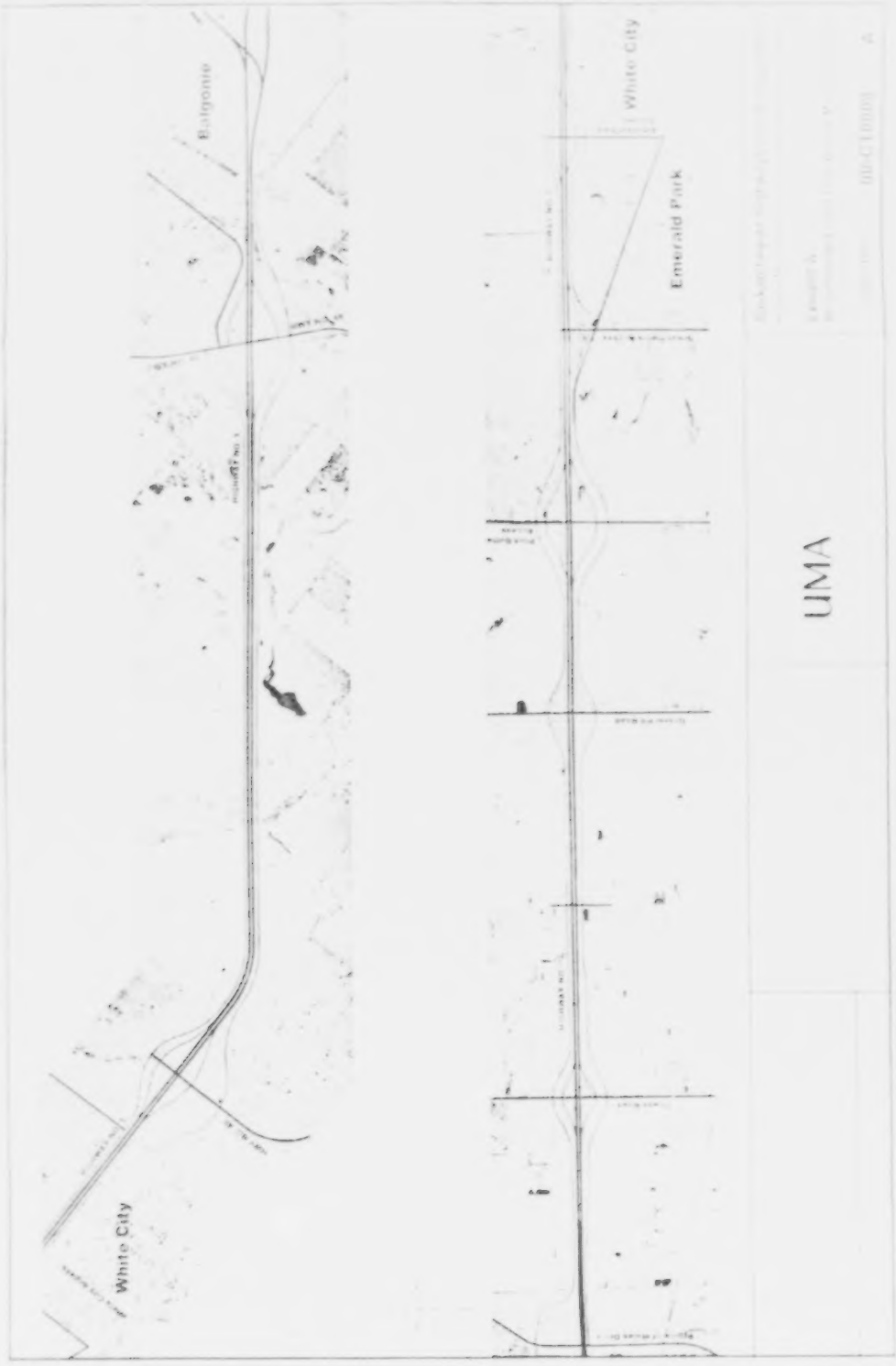
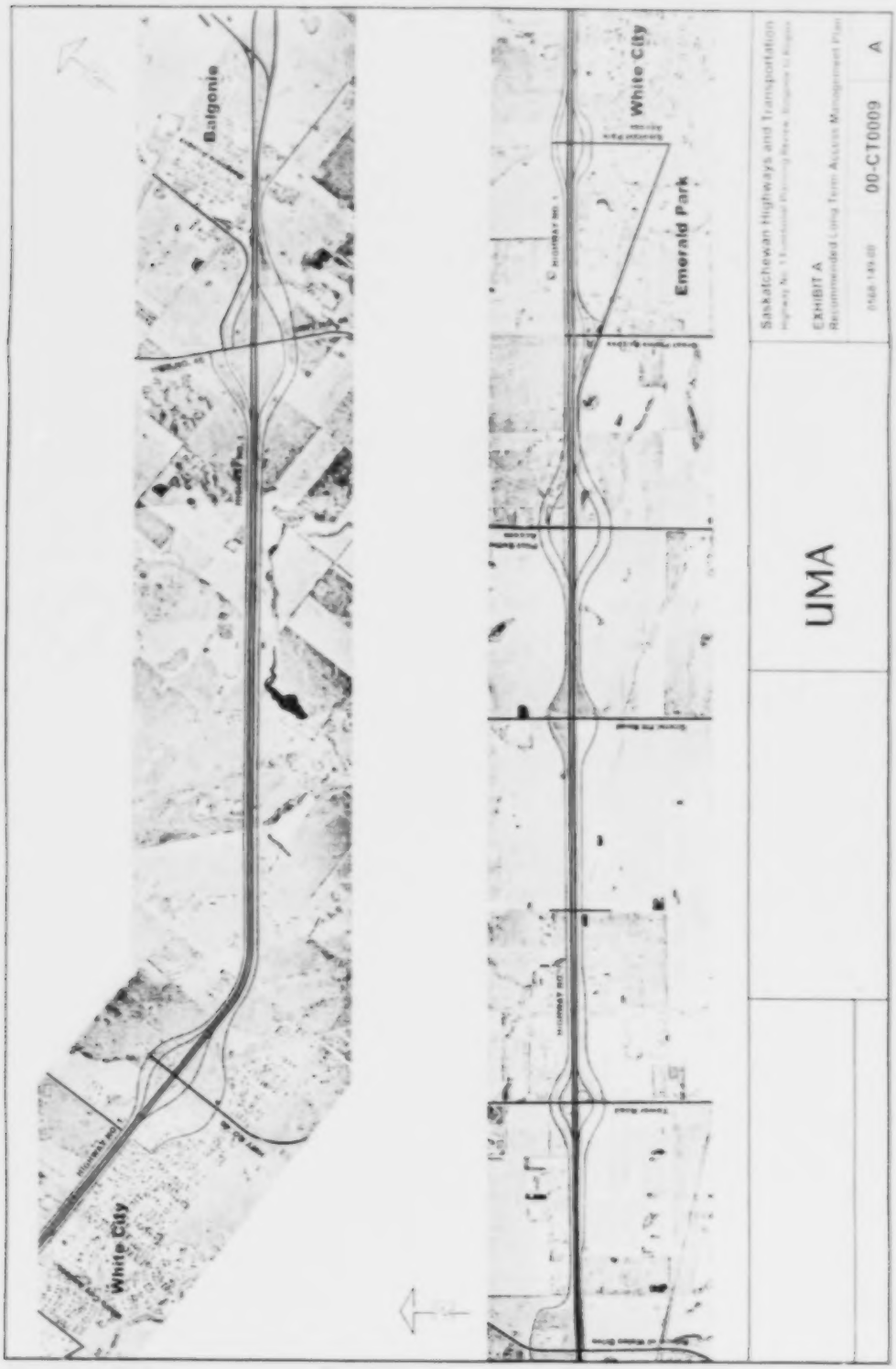


Figure 13 – Highway 1 Between Regina and Balgonie Recommended Option



Project 2.3 – Intersection Study at Highways 7 & 14

The main purpose of the study was to review the safety and operation of the intersection of Highways 7 and 14, west of Saskatoon. This review encompassed the roadway geometrics and features, accident statistics, traffic volumes, intersection capacity and queuing. From this review, interim and long-term measures will be developed to mitigate safety and operational issues at the intersection. The review will also predict impacts on the intersection arising from developments on the land surrounding the intersection, including impacts to other public infrastructure. The study will also establish budget estimates for any possible improvements at the intersection.

Project Status

Earth Tech Canada Inc. was selected to carry out this study. The final report was received by the department on March 1, 2004 and was accepted. The report recommended two courses of action at the intersection, dependent on future developments undertaken by the City of Saskatoon. The problem these plans addressed a safety issue involving the difficulty motorists have in turning north from Highway 14 onto Highway 7 eastbound. Current plans by the City of Saskatoon include the re-alignment of Highway 7, eliminating the intersection between Highway 7 and 14. If the City implements this plan within the next 5 years, the report includes for construction of an acceleration lane east of the intersection along Highway 7 eastbound (Figure 14). If the re-alignment of Highway 7 is left for beyond five years, the report called for the limiting of eastbound traffic on Highway 7 to the south lane (Figure 15), allowing the north lane for use by traffic turning from Highway 14 onto Highway 7 eastbound.

Federal – provincial agreements and contract authorizations for the corridor study are itemized in Table 8.

Table 8 – Contract Authorizations for Intersection Study at Highway 7 & 14

Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
Hwy 7 & 14 Intersection Study	Nov 7, 2003	March 1, 2004	$20,000	Corridor Study

Environmental Issues

This is a planning and evaluation study and will not incorporate any road work. As such, there are no environmental issues.

Financial Summary

A financial summary for the Highway 7 and 14 – Intersection Study outlined in Table 9. At a forecasted expenditure of $20,000, this project will represent 0.18% of SHIP expenditures in Saskatchewan in 2004-05.

Table 9 – Intersection Study at Highway 7 & 14 Financial Results - Schedule B Summary

Project Cost	Shareable Project Cost	Agreement Contributions		2003/2004 Actual Expenditures	2004/2005 Forecast Expenditures	2005/2006 Forecast Expenditures
		Federal	Provincial			
$20,000	$20,000	$10,000	$10,000	$ 0	$20,000	$0

Figure 14 – Option 1 for the future development at the intersection of Highway 7 & 14

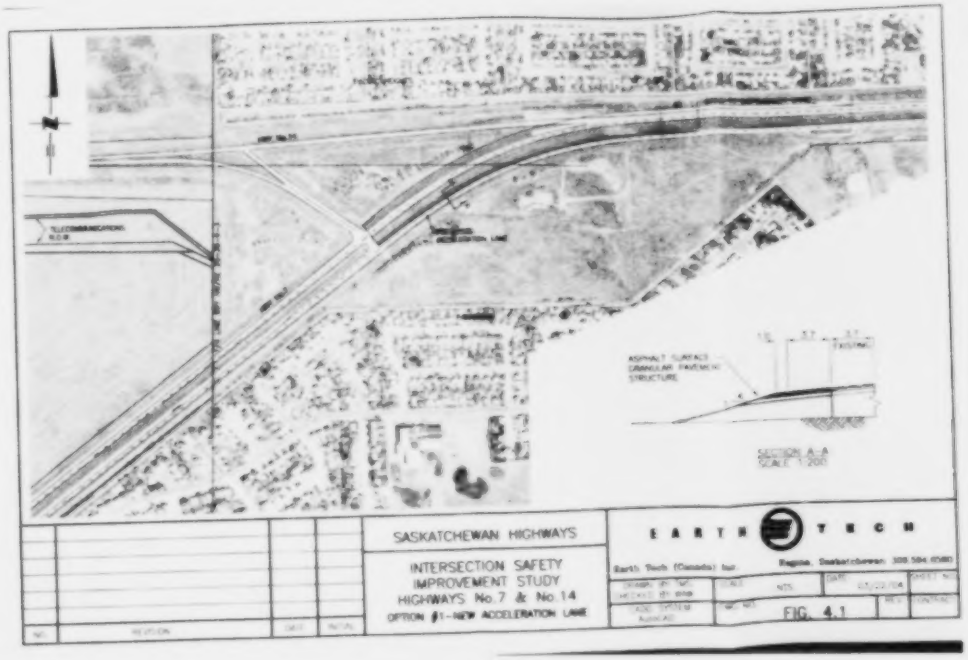
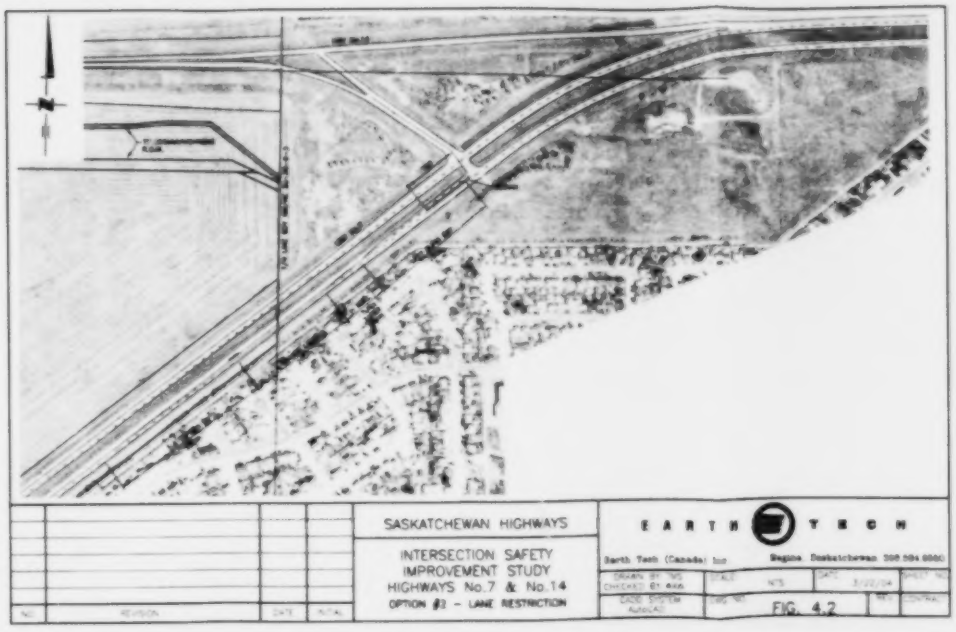


Figure 15 – Option 2 for the future development at the intersection of Highway 7 & 14



Project 2.4 – Yellowhead Highway 16: Study for Highway 16 East of Saskatoon

The purpose of the study was to determine the future highway corridor location for the continuation of four lanes on Highway 16 from east of Clavet to east of Saskatoon. Specifically, the area under consideration is Highway 16 from 3.0 km east of Clavet to 1.0 km west of Floral. The study weighed cost, function, and community concerns. The communities affected include the Village of Clavet, the RM of Corman Park, and the RM of Blucher.

Project Status

ND Lea was selected to carry out this study. The completed study recommended two options for the re-alignment of Highway 16. The first option would route the four lane section through the Village of Clavet (figure 16), the second option would bypass the village.

Federal – provincial agreements and contract authorizations for the functional study are itemized in Table 10.

Table 10 – Contract Authorizations for Yellow Head Highway 16 – Functional Study

Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
Functional Study to Clavet	Oct 1, 2003	April 30, 2004	$65,000	Functional Study

Environmental Issues

This is a planning and evaluation study and will not incorporate any road work. As such, there are no environmental issues.

Financial Summary

A financial summary for the Yellowhead Highway 16 – Functional Study is outlined in Table 11. At an expenditure of $65,000, this project represented 0.58% of SHIP expenditures in Saskatchewan in 2004-05.

Table 11 – Yellow Head Highway 16 – Functional Study – Financial Results – Schedule B Summary

Project Cost	Shareable Project Cost	Agreement Contributions		2003/2004 Actual Expenditures	2004/2005 Forecast Expenditures	2005/2006 Forecast Expenditures
		Federal	Provincial			
$65,000	$65,000	$32,500	$32,500	$ 0	$65,000	$0

Figure 16 – Recommended Option - Bypass the Town of Clavet

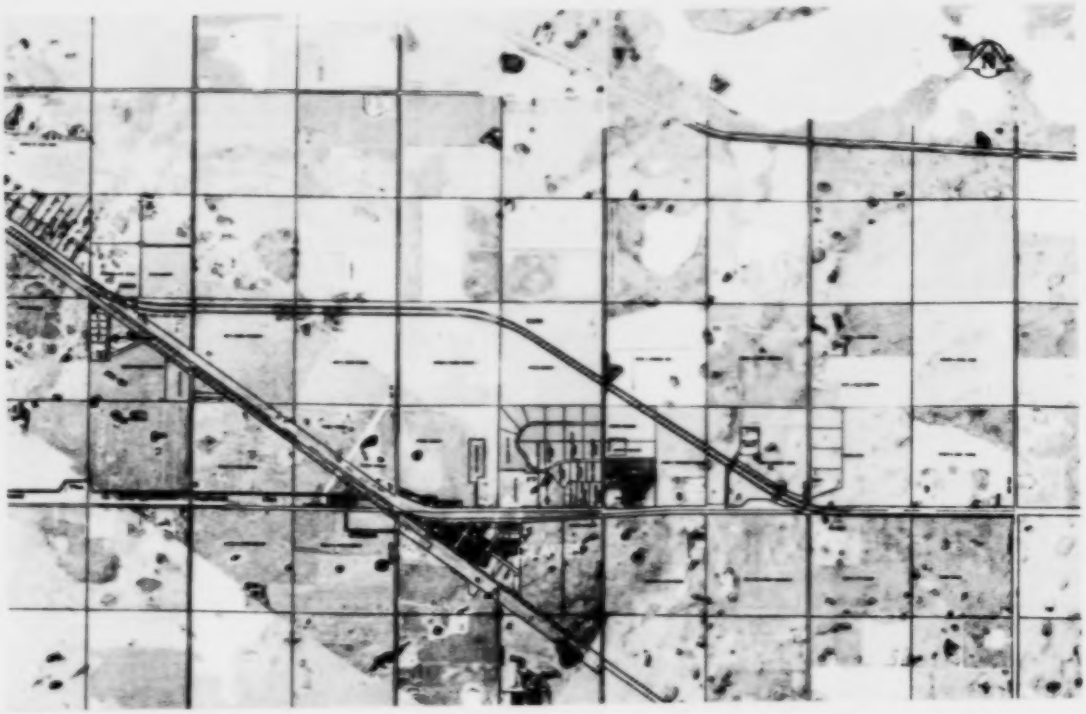


FIGURE 12 - CLAVET OPTION 2C

Project 4.1 – Highway 1: Paving 23 km between Tompkins and Piapot

The paving of 23.0 km between Tompkins and Piapot project (referred to as the Highway 1 west paving project) is part of a Canada-Saskatchewan initiative to twin Highway 1 through the province of Saskatchewan by 2007. It consisted of paving a highway embankment (constructed by Saskatchewan) adjacent to the existing Highway 1 in southwest Saskatchewan.

Aggregate Processing Operation on Highway 1 West

Project Status

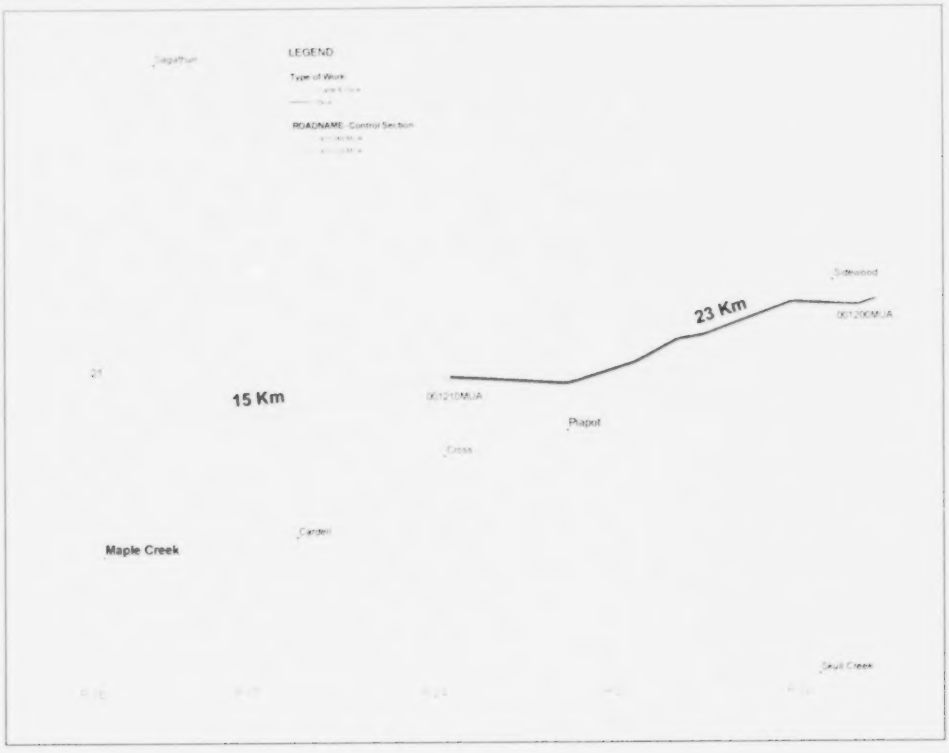
Paving was completed on this project during the 2003 construction season, and was opened to the public on October 27th, 2003. Site clean-up and placement of a short section of second lift asphalt concrete was completed in 2004/05. The final reports for both Highway 1 west projects are currently being compiled and are expected in the near future. Affidavits for this project were submitted on September 7, 2004. Saskatchewan provided monitoring and construction supervision fir the duration of construction.

Figure 17 illustrates the Highway 1 west projects (the 23.0 km paving project as well as the 15.0 km grade and pave project also described herein), and the locations are shown in Figure 1. Federal - provincial agreements and contract authorizations for the Highway 1 paving project are itemized in Table 12.

Table 12 – Contract Authorizations for Highway 1: Paving 23 km between Tompkins and Piapot

Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
C02130	February 1, 2003	March 31, 2004	$1,950,000	Screening and hauling of aggregate
Haul Tompkins	February 3, 2003	March 31, 2004	$340,000	Haul fine aggregate material from Tompkins to Piapot
Haul W Sidewood	February 3, 2003	March 31, 2004	$425,000	Agreement to Haul Fine Aggregate West of Sidewood to West of Piapot
Hwy1WPaveMat	January 30, 2003	November 1, 2004	$1,450,000	Supply of Construction Materials
Hwy1WPaveSund	January 30, 2003	November 1, 2004	$165,000	Supply of Sundry Items
CO3018	May 15, 2003	November 1, 2004	$1,895,000	Construction and Surfacing
CO3019	May 15, 2003	November 1, 2004	$2,900,000	Construction and Surfacing

Figure 17 – Highway 1 West Projects



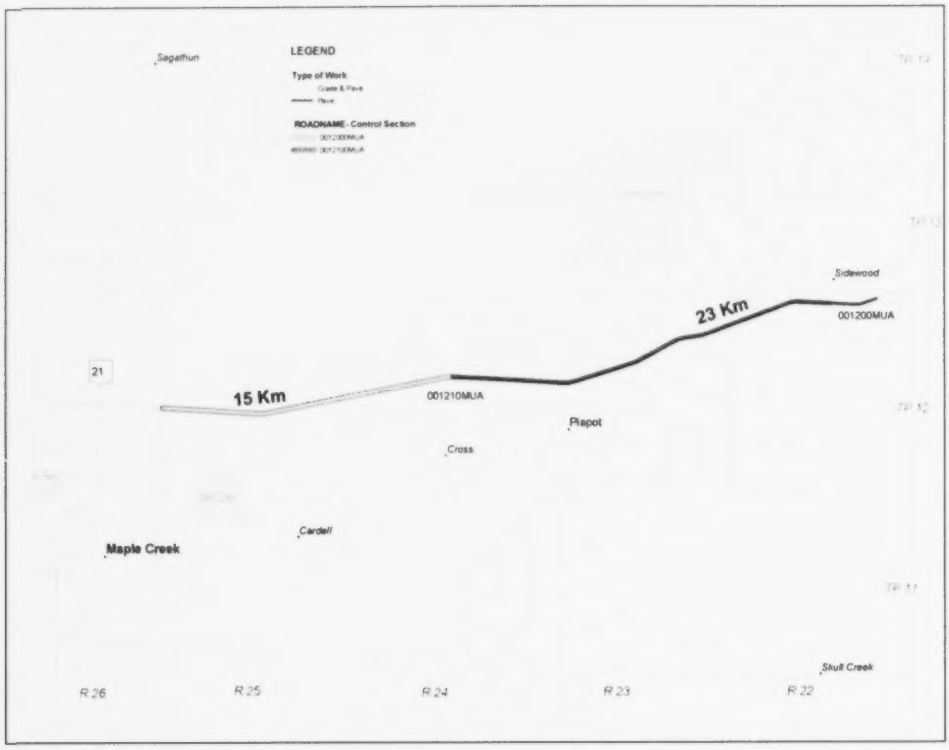
Environmental Issues

Federal environmental approval for the Highway 1 west Paving project was provided on January 30, 2003. Transport Canada completed a screening of the project in accordance with the *Canadian Environmental Assessment Act*, and determined that the project would not result in adverse environmental effects. The project is located on a previously constructed embankment, thus the area had already been disturbed. A few small creeks crossed the new highway lanes, but did not be impacted by the paving project. Surface water could be affected, but measures were implemented in order to mitigate against any effects.[18] Ongoing monitoring and necessary repair work continues.

Previously Constructed Embankment for Hwy 1 west

[18] January 13, 2003 – Transport Canada

Figure 17 – Highway 1 West Projects



Environmental Issues

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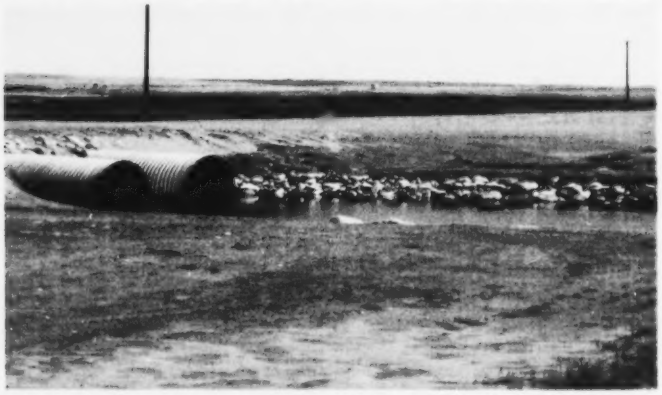


Previously Constructed Embankment for Hwy 1 west

[18] January 13, 2003 – Transport Canada

In spring construction the department commissioned a consultant to complete an environmental screening of the projects construction limits between Piapot and Maple Creek. The consultants report identified three additional active nests for a total of five ferruginous hawk nests within Saskatchewan Environment. SE recommended 1000 metre activity restriction distance between construction activity and ferruginous hawk nests. The SE 1000 metre activity restriction, in effect between March 15 and July 15, removed 8.9 km (60%) of construction from the project. Negotiations began immediately which resulted in SE offering to reduce the restricted buffer zone to 500 metres with no construction activity within the 500 metres of any nest until after July 1 or allow construction to proceed with a qualified environmental monitor on-site to monitor the nest activity until the construction moved outside the 500 metre buffer or the birds had fledged. The department hired a monitor to watch and record the nest activity during construction with full authority to halt construction in that area if he felt the nest or the young were being compromised. The monitor moved with the construction from nest to nest until all the young had fledged. The final wildlife survey was completed and submitted to Transport Canada in August 2004.

Financial Summary

A financial summary for the Highway 1 west paving project is outlined in Table 13. Figure 18 illustrates the 2004/05 Highway 1 west paving expenditures as a portion of the shareable 2004/05 SHIP expenditures. Figure 19 illustrates the Highway 1 west paving expenditure breakdown by fiscal year. All expenditures are based on Schedule B Revision 8 dated July 22, 2004.

Table 13 – Highway 1 Paving 23 km between Tompkins and Piapot - Financial Results - Schedule B Summary

Project Cost	Shareable Project Cost	Agreement Contributions		2003/2004 Actual Expenditures	2003/2004 Accruals	2004/2005 Forecast Expenditures
		Federal	Provincial			
$9,508,828	$9,125, 000	$4,562, 500	$4,562, 500	$5,433,722	$238,184	$1,568,822

Figure 18 – 2004/05 SHIP Expenditures

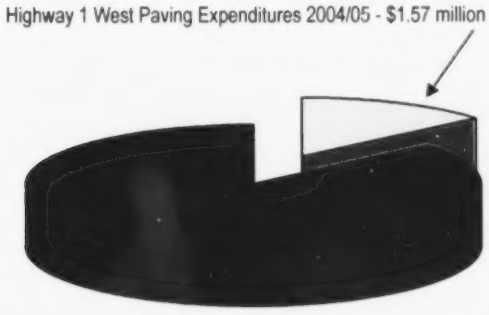
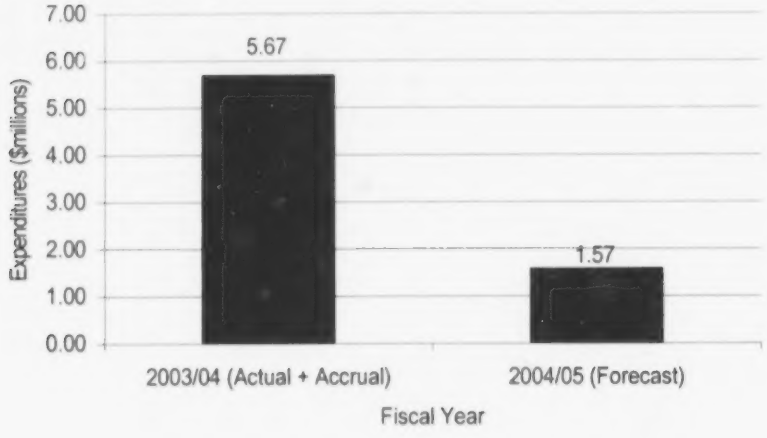


Figure 19 – SHIP Expenditure Breakdown by Fiscal Year



Project 4.2 – Highway 1: Grading and Paving 15 km from Piapot to the Junction of Highway 21

View of the East End of the Highway 1 West projects

The grading and paving of 15 km on Highway 1 between Piapot and the Junction with Highway 21 (referred to as Highway 1 west grade and pave project) was a component of a larger Canada-Saskatchewan initiative to twin Highway 1 west of Regina in 2003. It was comprised of the construction of 15 km roadway for a second set of lanes of Highway 1 in southwest Saskatchewan. The Trans-Canada Highway will be twinned from Regina to the Alberta border once these two projects are complete.

Project Status

Saskatchewan and Canada announced that the new set of traffic lanes were opened on October 27th, 2003. Clean-up work and the placement of a short section of second lift asphalt concrete was completed in the 2004/05 fiscal year. The final report is currently being compiled and completion is expected in the near future. Affadavits for this project were submitted on September 7, 2004. Saskatchewan provided monitoring for the project. Federal - provincial agreements and contract authorizations for the Highway 1 grading and paving project are itemized in Table 14.

Opening Ceremony at Highway 1 West

Table 14 – Contract Authorizations for Highway 1: Grading and Paving 15 km between Piapot and the Junction with Highway 21

Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
C02130Sup	February 4, 2003	November 1, 2004	$1,150,000	Haul Coarse Aggregate
Haul W Piapot	February 4, 2003	March 31, 2004	$385,445	Agreement to Haul Fine Aggregate from west of Piapot to East of Junction 21
Hwy1WGradePaveDisturb	April 4, 2003	March 31, 2004	$4,800	Agreement to disturb construction area
Hwy1WGradePaveMat	January 30, 2003	November 1, 2004	$1,250,000	Supply of Materials
Hwy1WGradePaveSund	January 30, 2003	November 1, 2003	$150,000	Supply of Sundry Items
CO3010	May 15, 2003	November 1, 2004	6,476,555	Construction and Surfacing
Hwy1WGradePaveEA	May 15, 2003	March 31, 2004	$5,000	Environmental pre-screening report

Figure 17 illustrates the Highway 1 west projects (the paving project as well as the grade and pave project); the locations are shown in Figure 1.

Environmental Issues

Federal environmental approval was provided on April 4, 2003. Transport Canada completed a screening summary of the project in accordance with the *Canadian Environmental Assessment Act*, and determined that the project would not likely cause significant adverse environmental effects. The project could proceed with application of protective measures to mitigate against any effects on surface water, fish and fish habitat, terrestrial wildlife and wildlife habitat, and terrestrial vegetation.[19]

Financial Summary

A financial summary for the Highway 1 West grading and paving project is outlined in Table 15. Figure 20 illustrates the 2004/05 Highway 1 west grade and pave expenditures as a portion of the shareable 2004/05 SHIP expenditures. Figure 21 shows the Highway 1 west grade and pave expenditure breakdown by fiscal year. All expenditures are based on Schedule B Revision 8 dated July 22, 2004.

Table15 – Highway 1 Grading and Paving 15 km between Piapot and the Junction with Highway 21 – Financial Results - Schedule B Summary

Project Cost	Shareable Project Cost	Agreement Contributions		2003/2004 Actual Expenditures	2004/2005 Forecast Expenditures
		Federal	Provincial		
$9,696, 085	$9,421,800	$4,710,900	$4,710,900	$6,272,671	$1,557,922

[19] April 4, 2003 Transport Canada

Figure 20 – 2004/05 SHIP Expenditures

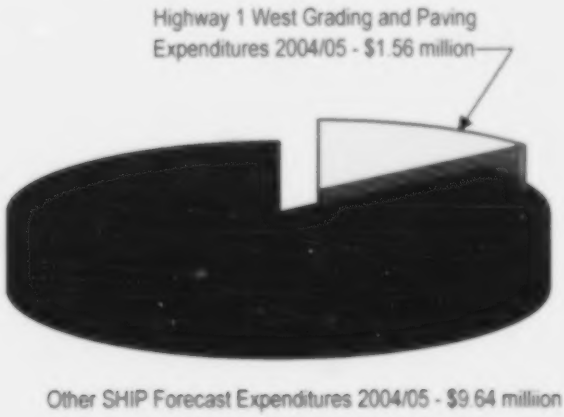
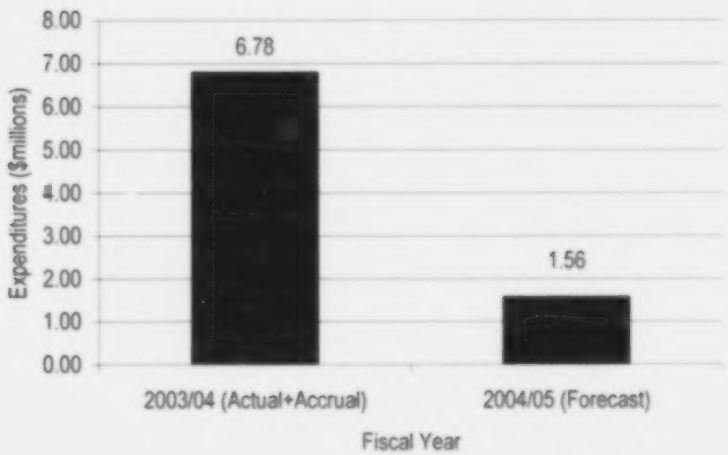

Highway 1 West Grading and Paving
Expenditures 2004/05 - $1.56 million
Other SHIP Forecast Expenditures 2004/05 - $9.64 million

Figure 21 – SHIP Expenditure Breakdown by Fiscal Year



Expected Results

A 49 percent increase in the traffic volume and a 106 percent increase in truck traffic have occurred on this section of Highway 1 over the past ten years. As traffic volumes continue to increase, potential traffic conflicts will increase as well. This SHIP project will increase the level of service along Highway 1, and will reduce the potential for collisions. The MicroBENCOST analysis indicates that the projects will enhance environmental sustainability of transportation on Highway 1 by reducing both fuel consumption and carbon monoxide production by 4,985,000 L and 80,000 kg respectively.[20] Mobility and transportation efficiencies are forecast; savings of $11.3 million from reduced user delays and $8 million from reduced vehicle operating costs. This segment of Highway 1 supports an estimated

[20] *Twin Highway 1 – West of Tompkins to East of the Junction of Highway 21* – SHIP Project Submission, 2002

annual cargo weight of 5.15 million tonnes, valued at $21.3 billion dollars (as illustrated in Figures 22 and 23).[21] The Highway 1 west projects will enhance trade and transportation efficiency by decreasing delay times for delivery of commodities.

Figure 22 – Estimated Annual Cargo Weight and Top Three Categories at Beverley

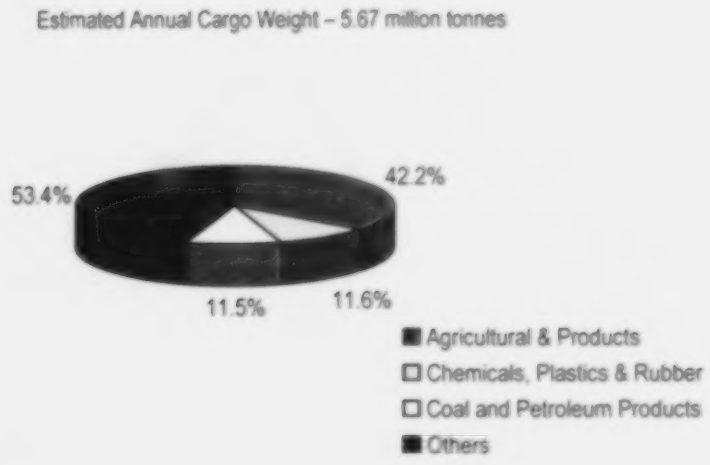
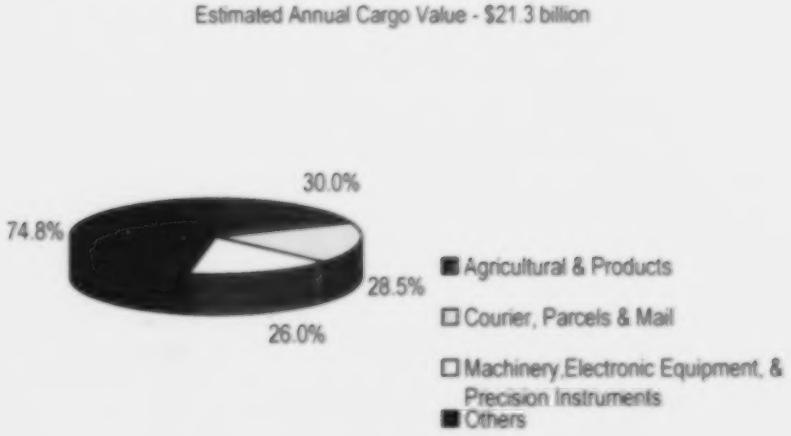


Figure 23 – Estimated Annual Cargo Value and Top Three Categories at Beverley



[21] Analysis on data from the 1999 National Roadside Study for Highway 1 at Beverley, Saskatchewan

Project 5.1 – Highway 1: Grading 20 km from 3 km West of Whitewood to Broadview

The grading of Highway 1 between Whitewood and Broadview is one of the two SHIP projects that support twinning Highway 1 east from the Manitoba border to Indian Head by 2007-08. These SHIP projects are part of the Trans-Canada East Twinning Program (TETP) and will greatly improve traffic characteristics on Highway 1, specifically safety and efficiency. Figure 24 illustrates the Highway 1 east projects (grading between Whitewood and Broadview, and grading from Broadview to 5.9 km west). The general locations are illustrated in Figure 1.

Project Status

This project was completed in late October, 2004 by Wappel Construction. Saskatchewan provided monitoring and construction supervision for this project. Federal - provincial agreements and contract authorizations for the Highway 1 grading and paving project are itemized in Table 16.

Figure 24 – Highway 1 East SHIP Projects

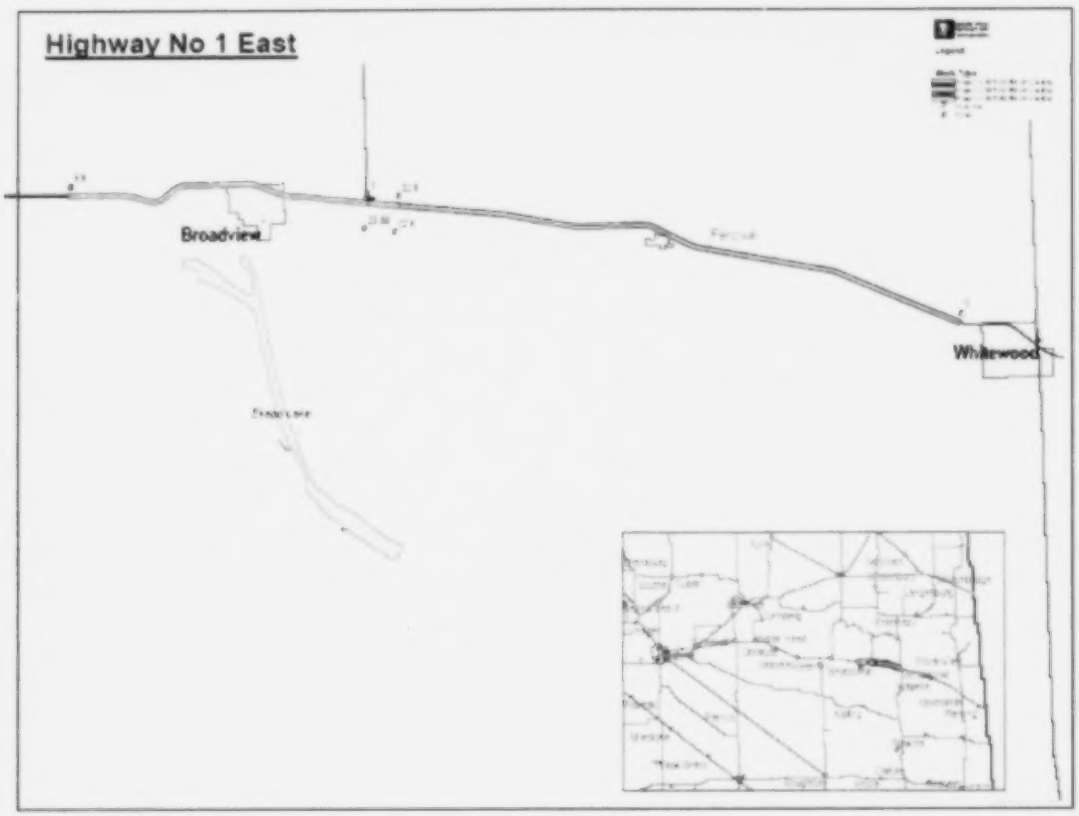


Table 16 – Contract Authorizations for Highway 1: Grading 20 km from 3 km West of Whitewood to Broadview

Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
C04014	April 27, 2004	March 31, 2006	$2,556,958	Construction of subgrade structure
Hwy1EGradeWWoodMat	April 27, 2004	March 31, 2006	$207,000	Supply of materials
Hwy1EGradeWWoodSund	April 27, 2004	March 31, 2006	$154,000	Supply of Sundry Items

Environmental Issues

The main concern on this section of highway was the possible disruption of wetlands. Because of a gentle, rolling topography, seasonal wetlands develop in this area. It was agreed that a target of at least 1:1 compensation activities to land impacted would be required for this project. This project was addressed under the TETP Environmental Assessment and Annual Environmental Protection Plan. Locations have been provided where preferred compensation activities may take place. There were also some clearing activities that had to be implemented, making sure that they were completed outside of the bird breeding season (April to July). Other minor concerns were borrowed and aggregate pits, and topsoil salvage. Mitigative measures were agreed upon, and Federal environmental approval for this project was granted on April 27, 2004.

Low water table area

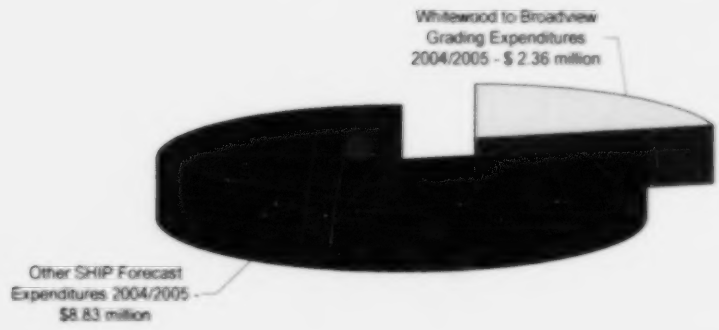
Financial Summary

A financial summary for the Highway 1 east grading between Whitewood and Broadview project is outlined in Table 17. Figure 25 illustrates the 2004/05 Highway 1 east grade expenditures as a portion of the shareable 2004/05 SHIP expenditures. All expenditures are based on Schedule B Revision 8 dated July 22, 2004.

Table17 – Highway 1 Grading 20 km from 3 km West of Whitewood to Broadview – Schedule B Summary

Project Cost	Shareable Project Cost	Agreement Contributions		2003/2004 Actual Expenditures	2004/2005 Forecast Expenditures
		Federal	Provincial		
$3,942,078	$2,917,958	$1,458,979	$1,458,979	$0	$2,368,881

Figure 25 – 2004/05 SHIP Expenditures



Project 5.2 – Highway 1: Grading 6.95 km from 1 km East of Broadview to 5.9 km West

This project consists of grading on Highway 1 for a total of 6.95 km. The section of highway being graded includes Control Section 1-03 from kilometre 22.8 to 23.85 and Control Section 1-04 from kilometre 0.0 to 5.9. This project is also part of Saskatchewan's commitment to twin Highway 1 east from the Manitoba border to Indian Head by 2007/08. Contract Authorizations are outlined in Table 18.

Project Status

The grading project form from 1 km East to 5.9 km west of Broadview was awarded to Johnston Brothers Ltd. and is approximately 80 percent complete. The project is expected to be completed in the early part of the 2005/06 fiscal year. Saskatchewan provided the monitoring and construction supervision for this project.

Excavation of the large hill area south of the existing lanes of Hwy 1 near Broadview

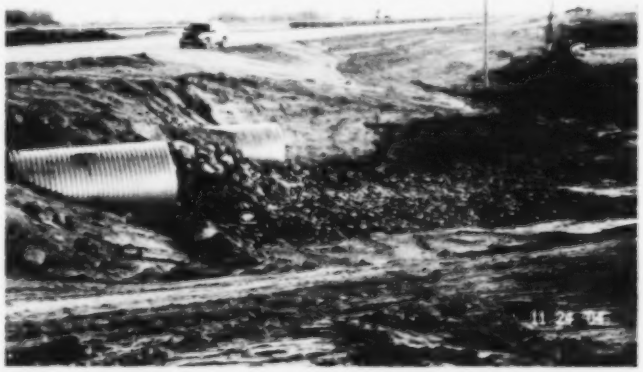
Johnston Bros meterscraper hauling across the existing lanes of Hwy 1 west of Broadview

Table 18 – Contract Authorizations for Highway 1 Grading from 1 km East of Broadview to 5.9 km West

Contract Authorization	Start Date	Completion Date	Budget	Material Supplied/Work Completed by Saskatchewan
C04012	April 27, 2004	March 31, 2006	$ 3,127,242	Construction of subgrade structure
Hwy1EBroadviewMat	April 27, 2004	March 31, 2006	$ 280,000	Supply of materials
Hwy1EBroadviewSund	April 27, 2004	March 31, 2006	$ 245,000	Supply of Sundry Items

Environmental Issues

This project dealt with many of the same concerns as Project 5.1, including wetland sensitivity and clearing activities. One other concern was the crossing of Ekapo Creek (a tributary of the Qu'Appelle River) at km 5.4, west of Broadview. This creek has a potential for large bodied fish, and compensation for disrupting this creek included adding 2 culverts to improve fish passage. We agreed to construct a crossing at Red Fox Creek in 2005/06 as part of the compensation package. The department is reviewing opportunities for additional compensation from DFO regarding compensation work at Red Fox Creek for the Ekapo Creek culvert installations.



Two 3000 mm culverts installed in Ekapo creek

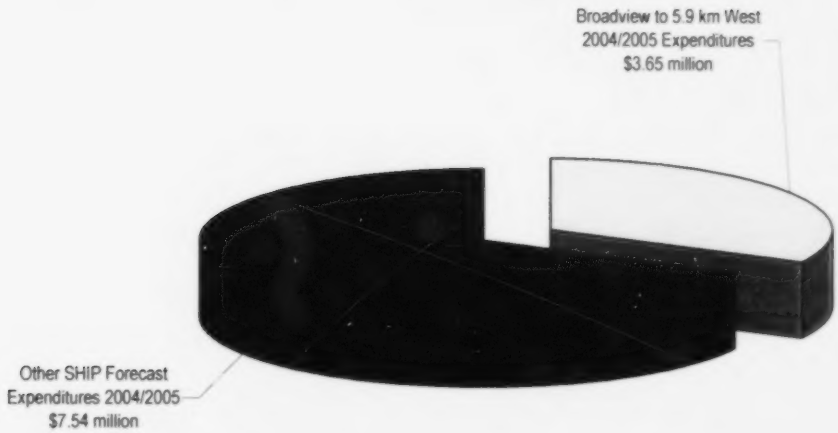
Financial Summary

A financial summary for the Highway 1 east grading between Whitewood and Broadview project is outlined in Table 19. Figure 26 illustrates the 2004/05 Highway 1 east grade expenditures as a portion of the shareable 2004/05 SHIP expenditures. All expenditures are based on Schedule B Revision 8 dated July 22, 2004.

Table 19 – Highway 1 Grading from 1 km East of Broadview to 5.9 km West – Schedule B Summary

Project Cost	Shareable Project Cost	Agreement Contributions		2003/2004 Actual Expenditures	2004/2005 Forecast Expenditures
		Federal	Provincial		
$ 4,730,935	$ 3,652,242	$ 1,826,121	$ 1,826,121	$ 0	$ 3,652,242

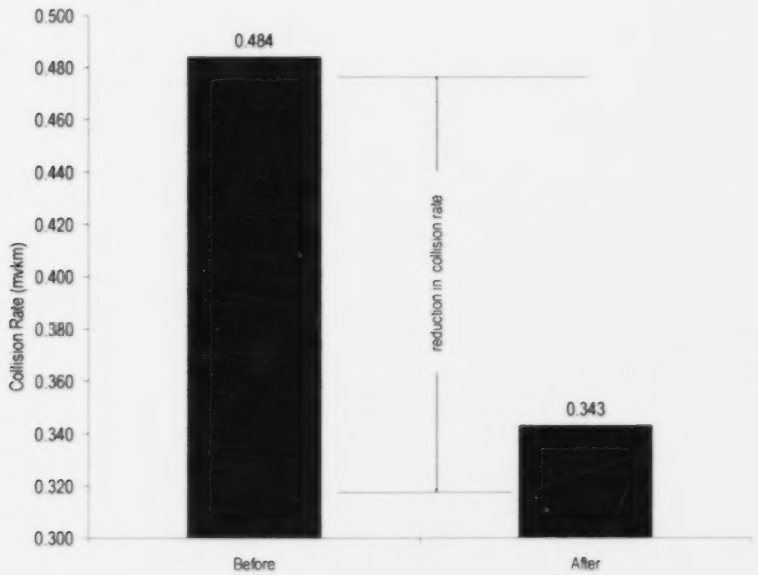
Figure 26 – 2004/05 SHIP Expenditures



Expected Results

From 1992 to 2002, this section of Highway 1 has experienced an increase of 23% in traffic volume, including a 107% increase in truck traffic. These volume increases reflect the growing need to twin this stretch of Highway 1. There are many advantages to twinning this section of highway including a significant reduction in traffic conflicts, and increased efficiency. Currently, the section from 5.9 west of Broadview to Whitewood has a collision rate of 0.484 collisions per million vehicle kilometres (mvkm). This rate is 41.1% higher than the provincial 15-year average of 0.343 mvkm. It is anticipated that the collision rate for this section will drop to at least the provincial average after the twinning innitiative. Also, MicroBENCOST analysis indicates both fuel consumption and carbon monoxide production will decrease by 3,786,000 l and 27,000 kg, respectively over a 20 year period.

Figure 27 - Highway 1 East Collision Rates



6. Communications Activities

Clause E.1.1 of the Canada Saskatchewan SHIP Agreement provides that the parties agree to undertake joint communications activities and products that enhance opportunities for open, transparent, effective, and pro-active communications with citizens through appropriate, continuous and consistent public information activities. Table 20 contains a summary of events and news releases.

Announcement of the Highway 1 West projects (SHIP and CSIF)

Table 20 – Communications Activities

Date	Event	Party
January 24, 2002	Signing Ceremony	Canada and Saskatchewan
May 30,2002	News release for start of construction at Lashburn	Canada and Saskatchewan
June 25, 2002	News release for the start of construction at Battlefords	Canada and Saskatchewan
November 1, 2002	Opening of the Lashburn and Battlefords projects	Canada and Saskatchewan
March 5, 2003	Announcement of CSIF and remaining SHIP funding to twin Hwy 1 East and Hwy 16	Canada and Saskatchewan
October 27, 2003	Opening of roadway on Hwy 1 West	Canada and Saskatchewan
November 10, 2004	News release for completion of grading between Whitewood and Broadview on Hwy 1 East	Saskatchewan

7. Summary of Expenditures

Table 21 contains a summary of expenditures for the Canada-Saskatchewan SHIP program up to the end of fiscal 2004, with projected future expenditures noted, as at Schedule B Revision 8 dated July 22, 2004.

Table 21 - Canada-Saskatchewan Strategic Highway Infrastructure Program - Detailed Expenditures for 2004/05

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	Total Claimed To Date
1.1	Highway 16 Twinnng through Lashburn						
	Construction of a subgrade and surfacing structure	CM02031	$ 3,516,000	$ 2,987,791	$ 35,722	$ 112,504	$ 3,136,017
	Supply of materials	HWY16Lshbrn	$ 638,000	$ 570,291	$ 337	$ 8,722	$ 579,350
	Supply of sundry items	HWY16LshSund	$ 505,000	$ 380,064	$ 55,508	$ 22,902	$ 458,474
	Environmental Assessment	HWY16LshEA	$ 52,000	-	$ 42,958	$ 4,021	$ 46,979
		TOTAL	$ 4,711,000	$ 3,938,146	$ 134,525	$ 148,149	$ 4,220,820

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	Total Claimed To Date
1.2	Highway 16 Approach Roads to the Battlefords Bridge						
	Construction of a subgrade and surfacing structure	C02026	$ 3,963,000	$ 3,576,765	-	$ 26,066	$ 3,602,831
	Construction of a subgrade and surfacing structure	C03050	$ 829,000	-	$ 578,333	$ 135,991	$ 714,324
	Supply of materials	NBMaterial	$ 1,058,000	$ 778,818	$ 131,625	$ 50,758	$ 961,201
	Supply of sundry items	Hwy16NBSundries	$ 952,000	$ 522,607	$ 54,240	$ 99,542	$ 676,389
		TOTAL	$ 6,802,000	$ 4,878,190	$ 764,198	$ 312,357	$ 5,954,745

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	Total Claimed To Date
2.2	Trans-Canada Hwy 1 - Corridor Study Between Regina City Limits and Balgonie	N/A	$ 44,200	$ -	$ -	$ 15,463	$ 15,463
		TOTAL	$ 44,200	$ -	$ -	$ 15,463	$ 15,463

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	Total Claimed To Date
2.3	Intersection Study at Highway 14 and 7	N/A	$ 20,000	$ -	$ -	$ 14,900	$ 14,900
		TOTAL	$ 20,000	$ -	$ -	$ 14,900	$ 14,900

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	Total Claimed To Date
2.4	Yellowhead Hwy 16 - Funcitonal Study from East of Saskatoon to East of Clavet	N/A	$ 65,000	$ -	$ -	$ 54,532	$ 54,532
		TOTAL	$ 65,000	$ -	$ -	$ 54,532	$ 54,532

Project Number	Project/Claim Description	Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	Total Claimed To Date
4.1	Highway 1 West Paving 23 km between Tompkins and Piapot						
	Produce and stockpile coarse aggregate	C02130	$1,950,000	$1,510,031	$72,803	$75,838	$1,658,672
	Produce and stockpile fine aggregate	Haul Tompkins	$340,000	$172,008	$ -	$77,004	$249,012
	Produce and stockpile fine aggregate	Haul W Sidewood	$425,000	$259,733	$ -	$ -	$259,733
	Supply of materials	Hwy1WPaveMat	$1,450,000	$123,250	$1,258,277	$9,419	$1,390,946
	Supply of sundry items	Hwy1WPaveSund	$165,000	$57,434	$59,817	$3,728	$120,979
	Construction of a surfacing structure	C03019	$2,900,000	$ -	$2,430,745	$278,843	$2,709,588
	Construction of a surfacing structure	C03018	$ 1,895,000	$ -	$1,612,080	$33,769	$1,645,849
		TOTAL	$9,125,000	$2,122,456	$5,433,722	$478,601	$8,034,779

Project Number		Contract Authorization	Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	Total Claimed To Date
4.2	Highway 1 West Grading and Paving 15 km between Piapot and Junction 21						
	Produce and stockpile coarse aggregate	C02130Sup	$1,150,000	$984,803	$47,480	$332	$1,032,615
	Haul aggregate	Haul W Piapot	$385,445	$385,445	$ -	$ -	$385,445
	Disturb Right-of-Way to prevent nesting	Hwy1WGradePave Disturb	$4,800	$ -	$4,800	$ -	$4,800
	Supply of materials	Hwy1WGradePaveMat	$1,250,000	$183,502	$873,556	$10,831	$1,067,889
	Supply of sundry items	Hwy1WGradePaveSund	$150,000	$37,457	$56,126	$25,295	$118,878
	Construction of a subgrade and surfacing structure	C03010	$6,476,555	$ -	$5,285,709	$257,276	$5,542,985
	Environmental Assessment	Hwy1WGradePaveEA	$5,000	$ -	$5,000	$ -	$5,000
		TOTAL	$9,421,800	$1,591,207	$6,272,671	$293,734	$8,157,612

Project Number	SHIP Project	Contract Authorization	Revised Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	Total Claimed To Date
5.1	319221 Grading 20 km from 3 km West of Whitewood to Broadview						
	Construction of subgrade structure	C04014	$2,556,958	$ -	$ -	$2,173,543	$2,173,543
	Supply of materials	Hwy1EGradeWWoodMat	$207,000	$ -	$ -	$87,013	$87,013
	Supply of sundry items	Hwy1EGradeWWoodSund	$154,000	$ -	$ -	$92,640	$92,640
		TOTAL	$2,917,958	$ -	$ -	$2,353,196	$2,353,196

Project Number	SHIP Project	Contract Authorization	Revised Contract Amount	2002-03 Expenditures Claimed To Date	2003-04 Expenditures Claimed To Date	2004-05 Expenditures Claimed To Date	Total Claimed To Date
5.2	319211 Grading - 6.95 km from 1 km east of Broadview to 5.9 km west						
	Construction of subgrade structure	C04012	$3,127,242	$ -	$ -	$2,287,729	$2,287,729
	Supply of materials	Hwy1EBroadviewMat	$280,000	$ -	$ -	$202,321	$202,321
	Supply of sundry items	Hwy1EBroadviewSund	$245,000	$ -	$ -	$132,068	$132,068
		TOTAL	$3,652,242	$ -	$ -	$2,622,118	$2,622,118
	PROGRAM TOTAL		**$36,759,200**	**$12,529,999**	**$12,605,116**	**$6,293,050**	**$31,428,165**

8. Annual Audit

The Canada-Saskatchewan SHIP program was audited for the year ending March 31, 2005 by the Saskatchewan Provincial Auditor. The audit was a requirement of Clause 9.5 of the Canada-Saskatchewan SHIP Agreement. The audit report is attached as Appendix C.

APPENDIX A

Management Committee Meeting Minutes

Canada-Saskatchewan SHIP Agreement

Management Committee Meeting

October 27, 2004
Teleconference

Attendees:
David Stearns – Acting - Provincial Co-Chair - Saskatchewan Highways and Transportation (SHT)
Andrea Fisher - Saskatchewan Highways and Transportation
John Czernick - Saskatchewan Highways and Transportation
Jim Lothrop – Acting Federal Co-Chair - Transport Canada
James Clarkin – Transport Canada

Agenda

1. Approval of last Management Committee Meeting Minutes
2. Update on SHIP projects
   a. Current Projects
   b. Planning Studies
3. Affidavits to Complete Projects
4. Finances and Update to Schedule B
5. Other Items

Canada-Saskatchewan SHIP Agreement

Management Committee Meeting

Note Taker: James Clarkin – Transport Canada

1.0 Approval of October 30, 2003 Management Committee Meeting Minutes

Summary: Minutes for the February 13, 2004 Management Committee meeting were approved.

Action Items:	***Person Responsible:***	***Deadline:***

2.0 Update on SHIP projects

a) Current Projects

Saskatchewan Highways provided a brief report on the current SHIP projects:

Highway 16 Twinning through Lashburn – The project is complete.

Highway 16 Approach Roads to the Battlefords Bridge – The project is substantially complete. Some carry-over work related to lighting is expected in the next fiscal yea

Highway 1 West – The projects are complete and the road is open to traffic. There is some minor reclamation work being done in the borrow pits used for the projects.

Highway 1 East – Of two grading projects being advanced on Highway 1 East under SHIP, one is complete and the other project near Broadview has about 1.5km remaining. The approvals for the crossing of Ekapo Creek are almost finalized. It was noted by all that SHT had a very difficult time obtaining approvals for this crossing due to navigable water concerns. It was recognized that while it is unlikely Ekapo Creek will ever be navigated, according to the Navigable Waters Protection Act, there was no option but to treat it as navigable.

Action Items:	***Person Responsible:***	***Deadline:***

b) Planning and Evaluation Studies

Summary:

- The Intersection Study at Highway 7 and 14 has been completed and SHT has forwarded a copy to TC.
- The Corridor Study of Highway 16 between Saskatoon and Clavet has been completed and SHT has forwarded a copy to TC.
- The Corridor Study of Highway 1 between Regina and Balgonie is progressing and will be completed next year.

SHT noted that they would not be advancing any further planning studies under SHIP.

Action Items: SHT to provide a copy of Highway 1 Corridor Study when available.	***Person Responsible:***	***Deadline:***

c) Unallocated Funds

Summary:

Funding for the agreement has essentially been allocated. There remains $240,000 in the Planning and Evaluation fund for the agreement. The Management Committee agreed that since no further planning projects are proposed, $50,000 would be reserved for a Retrospective Evaluation of the program, and the remaining funds would be moved against highway construction costs. SHT will propose where to move the remaining funds on the next revision of Schedule B.

Action Items:	***Person Responsible:***	***Deadline:***
SHT to propose revised Schedule B re-allocating planning funds. TC to forward details regarding the retrospective study.	SHT and TC	

3.0 Affidavits for Completed Projects

Summary:

SHT will submit final affidavits for the projects on Highway 1 West and the projects on Highway 16. It was noted by SHT that the Battlefords affidavit would not be received until February 2005.

Action Items: SHT to forward affidavits.	***Person Responsible:***	***Deadline:***

4.0 Finances and update to Schedule B

Summary:

SHT indicated a revised Schedule B would likely be submitted before the end of December. SHT will propose to move the remaining funds on the next revision of Schedule B, as discussed in 2c) above.

James Clarkin noted TC had recently processed Claim No.7 and would be reviewing Claim No.8 shortly.

Action Items: SHT to submit revised Schedule B and TC to review Claim No.8.	***Person Responsible:***	***Deadline:***

5.0 Other Items

Summary: It was noted that SHT would be formally proposing David Stearns assume the role of Provincial Co-Chair in place of Fred Antunes.	***Person Responsible:***	***Deadline:***

6.0 Next Meeting

Summary: Next meeting scheduled for March 2005 in Regina. Logistics to be determined.

Canada - Saskatchewan **Strategic Highway Infrastructure Program (SHIP)** **Management Committee (MC) Meeting**	Date: **April 18, 2005** Location: **12th Floor, 1855 Victoria Ave.** **Regina, SK**

1. Meeting No. 5

Note taker: Curtis Wiebe – Saskatchewan Highways and Transportation

Attendees:	David Stearns – Provincial Co-Chair - Saskatchewan Highways and Transportation Lori Matthews – Acting Provincial Member - Saskatchewan Highways and Transportation John Czernick – Saskatchewan Highways and Transportation Miranda Carlberg – Saskatchewan Highways and Transportation Ray Connoly – Saskatchewan Highways and Transportation Curtis Wiebe – Saskatchewan Highways and Transportation Bryce Conrad – Acting Federal Co-Chair - Transport Canada James Clarkin – Transport Canada

Record of Discussions

1.0 Opening Remarks

Summary: All were welcomed to the fifth MC meeting for the Canada – Saskatchewan SHIP Agreement.

Action items: N/A	**Person responsible:**	**Deadline:**

2.0 Administrative Details

2.1 Note Taker

Summary: Curtis Wiebe will take minutes for this meeting. Prior to each meeting a note taker will be determined.

Action items: Circulate minutes	**Person responsible:**	**Deadline:**
	John Czernick	ASAP

2.1.1 Acceptance of Minutes

Summary: The minutes of the second Management Committee meeting of October 27, 2004 were accepted.

Action items: N/A	**Person responsible:**	**Deadline:**

2.2 Management Committee Members

Summary: David Stearns noted that he will be continuing as provincial co-chair. Bryce Conrad was introduced as new federal co-chair. David Stearns also noted that Kelvin Shuvera has assumed the role of Southern Region Construction Engineer and will be reporting the progress of

federal cost shared projects at future MC meetings.		
Action items: N/A	**Person responsible:**	**Deadline:**
2.3 Management Committee Member Alternates		
Summary: MC noted that member alternates will be the same as those for CSIF agreement.		
Action items: N/A	**Person responsible:**	**Deadline:**
2.4 Meeting Schedule		
Summary: Transport Canada and INFC will endeavour to visit Regina at the end of the 2005 construction season (tentatively September 27, 2005) for the next Management Committee Meeting. Site visits may be scheduled. Details to be determined.		
Action items: Confirm availability for tentative date	**Person responsible:**	**Deadline:**
	Management Committee	
3.0 SHIP Program Management		
3.1 Project Documentation		
Summary: MC noted that the agreement ends on March 31, 2006. SHT noted that affidavits for Highway 1 West projects have been submitted. Affidavits for two remaining grading projects will be completed and submitted shortly.		
Action items: Affidavits to be submitted when projects are completed.	**Person responsible:**	**Deadline:**
	John Czernick	
3.2 Completion of Program		
Summary: SHT noted a request for an extension to the SHIP program to accommodate the addition of a grading project from 6.55 to 12.18 km west of Wapella on Highway 1 East. The purpose of this addition is to use remaining unallocated funds in the SHIP program. The MC noted that this project is currently in the CSIF program and will not be removed from CSIF and added to SHIP until an extension to SHIP is obtained.		
Action items: Formal letter outlining request for extension to be sent to Transport Canada. SHT executive to be notified of planned changes to CSIF and SHIP.	**Person responsible:**	**Deadline:**
	Lori Matthews	ASAP
3.3 Review of Schedule B		
Summary: MC noted that it is up to date and the changes are to be made if grading project is added.		
Action items: Make appropriate changes to Schedule B if required.	**Person responsible:**	**Deadline:**
	John Czernick	
3.4 HcoMS – SIMSI		

Summary: James Clarkin noted that HcoMS may not always reflect SHT's books due to systemic issues with the application. A new version of HcoMS will soon be implemented that will address some of the current issues.		
Action items: N/A	**Person responsible**:	**Deadline**:
3.5 Program Reporting – Annual Report		
Summary: SHT noted that resources have been allocated for the production of the SHIP annual report for the 2004-05 fiscal year, due July 29, 2005. TC noted that upon completion of the SHIP program, SHT would be required to submit a retrospective report evaluating the program.		
Action items: TC to provide SHT with a template for the retrospective report.	**Person responsible**:	**Deadline**:
	James Clarkin	
3.6 Site Visits		
Summary: James Clarkin noted that he is planning to visit in late summer when construction is well underway.		
Action items: N/A	**Person responsible**:	**Deadline**:
4.0 Communications Protocol		
Summary: MC noted that any further communication would likely be linked to future major project openings.		
Action items: SHT to keep TC informed about any planned communication events.	**Person responsible:**	**Deadline:**
	SHT	
5.0 SHIP Project Updates		
5.1 Current Projects		
Summary: SHT noted that the work on Highway 1 West is complete.		
Action items: N/A	**Person responsible**:	**Deadline**:
5.2 Planning Studies		
Summary: SHT noted that the final draft report meeting for the Highway 1 (Regina to Balgonie) planning study is scheduled for May 2, 2005.		
Action items: Final draft of report to be forwarded to TC.	**Person responsible**:	**Deadline**:
	John Czernick	
6.0 Other Items		
Summary: TC noted that a federal evaluation of the SHIP program will take place upon its completion. This could result in a new similar program. SHT expressed desire to participate.		

APPENDIX B

Schedule B, Revision 8

APPENDIX B

Schedule B, Revision 8

CANADA / SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM

2001/02 - 2005/06

SCHEDULE 'B'

PROJECTS TO BE UNDERTAKEN THROUGH THIS AGREEMENT

Revision #8

08/07/2004

Project Number	Description of Projects	Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Previous Claims	Breakdown Of Expenditures					Unallocated Funds
				Federal	Partner	01/02 - 03/04	2004/2005	2005/2006	2006/2007 (c1)	2007/2008 (c2)		
1.0	**Highway 16**	$	$	$	$	$	$	$	$	$	$	$
1.1	**Twinning through Lashburn** EA: 19/04/2002 The proposed project involves twinning approximately 3 km of limited access highway through Lashburn. This involves constructing approximately 2.8 kms of new east bound lanes for Highway 16, 1.6 kms for a south service road, 2.6 kms for a north service road, 0.7 kms to be a local road into the west intersection, and new intersections on East and West side of Lashburn.	6,059,955	4,711,000	2,355,500	2,355,500	4,072,671	638,329	0	0	0	0	0
1.2	**Approach roads to the Battleford Bridge** EA: 19/04/2002 The proposed project involves twinning 1.2 kms of Highway 16. The project will start west of the Highway 16/Highway 4 junction and connect to the new bridge over the North Saskatchewan River in North Battleford. The project will also involve constructing the necessary north and south access roads to the new highway.	7,500,685	6,802,000	3,401,000	3,401,000	5,642,388	1,159,612	0	0	0	0	0
	Sub-Total	**13,590,640**	**11,513,000**	**5,756,500**	**5,756,500**	**9,715,059**	**1,797,941**	**0**	**0**	**0**	**0**	**0**

The 2004-05 forecast amount includes the following:
1.1 Lashburn: $60,000 (2002-03 accruals) + $52,859 (2003-04 accruals) + $88,149 (2003-04 expenditures to be claimed) = $201,008
1.2 Battlefords: $14,162 (2002-03 accruals) + $21,132 (2003-04 accruals) + $281,770 (2003-04 expenditures to be claimed) = $317,064
The 2002-03 Expenditures and 2003-04 Expenditures will be adjusted to include the monies currently listed under 2004-05 Expenditures once the monies are claimed.

CANADA / SASKATCHEWAN STRATEG

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PROJECTS TO BE UNDERTA

Project Number	Description of Projects	Estimated Project Cost	Shareable Project Cost	Agreement Co
				Federal
2.0	**Planning and Evaluation**	$	$	$
* 2.1	**Unallocated Funds** Not available	240,800	240,800	120,400
2.2	**[02-Feb-2004] Trans-Canada Highway 1- Corridor Study Between Regina City Limits and Balgonie** EA: 17/11/2003 Trans-Canada Highway 1- Corridor Study Between Regina City Limits and Balgonie	88,000	44,200	22,100
2.3	**[02-Feb-2004] Intersection Study at Highway No.14 and No.7** EA: 09/05/2003 Intersection Study at Highway No.14 and No.7	20,000	20,000	10,000
2.4	**[02-Feb-2004] Yellowhead Highway 16 - Functional Study from East of Saskatoon to East of Clavet** EA: 09/05/2003 Yellowhead Highway 16 - Functional Study from East of Saskatoon to East of Clavet	65,000	65,000	32,500
	Sub-Total	**373,800**	**370,000**	**185,000**

The 2004-05 forecast amount includes the following:
2.3 Intersection Study: $118 (2003-04 accrual) + $14,782 (2003-04 expenditures to be claimed) = $14,900
2.4 Functional Study: $5,000 (2003-04 accrual) + $50,904 (2003-04 expenditures to be claimed) = $55,904
The 2003-04 Expenditures will be adjusted to include the monies currently listed under 2004-05 Expenditures once th

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C HIGHWAY INFRASTRUCTURE PROGRAM

92 - 2005/06

EDULE 'B'

EN THROUGH THIS AGREEMENT

Revision #8

08-07-2004

ributions	Previous Claims	Breakdown Of Expenditures					Unallocated Funds
Partner	01-02 - 03-04	2004/2005	2005/2006	2006/2007 (c1)	2007/2008 (c2)		
$	$	$	$	$	$	$	$
120,400	0	120,400	120,400	0	0	0	0
22,100	0	44,200	0	0	0	0	0
10,000	0	20,000	0	0	0	0	0
32,500	0	65,000	0	0	0	0	0
85,000	**0**	**249,600**	**120,400**	**0**	**0**	**0**	**0**

monies are claimed.

CANADA / SASKATCHEWAN STRATEGIC

2001/02 -

SCHED

PROJECTS TO BE UNDERTAKEN

Project Number	Description of Projects	Estimated Project Cost	Shareable Project Cost	Agreement Contrib	
				Federal	P
3.0	Unallocated Funds	$	$	$	
* 3.1	Unallocated Funds Unallocated Funds	0	0	0	
	Sub-Total	0	0	0	
4.0	Highway 1 West	$	$	$	
4.1	[30-Jan-2003] Paving 23 km between Tompkins and Piapot EA: 30/01/2003 The proposed project involves paving 23 km of graded roadway on highway 1 in southwest Saskatchewan from Tompkins to Piapot. The new lanes are north of the existing lanes.	9,508,828	9,125,000	4,562,500	4,
4.2	[30-Jan-2003] Grading and Paving 15 km between Piapot and Junction 21 EA: 04/04/2003 The proposed project involves grading and paving 15 km of highway 1 in southwest Saskatchewan from Piapot and the junction of highway 21. The new lanes will be constructed south of the existing lanes.	9,696,085	9,421,800	4,710,900	4,
	Sub-Total	19,204,913	18,546,800	9,273,400	9,

The 2004-05 forecast amount includes the following:

4.1 Paving Hwy 1 West: $152,334 (2002-03 accrual) + $238,184 (2003-04 accrual) + $326,267 (2003-04 expenditures

4.2 Grade & Pave Hwy 1 West: $505,735 (2003-04 accrual) + $293,733 (2003-04 expenditures to be claimed) = $799,

The 2002-03 Expenditures and 2003-04 Expenditures will be adjusted to include the monies currently listed under 2004

IGHWAY INFRASTRUCTURE PROGRAM

005/06

E 'B'

THROUGH THIS AGREEMENT

Revision #8

08/07/2004

ons	Previous Claims	Breakdown Of Expenditures					Unallocated Funds
ner	01/02 - 03/04	2004/2005	2005/2006	2006/2007 (e1)	2007/2008 (e2)		
	$	$	$	$	$	$	$
	0	0	0	0	0	0	0
	0	0	0	0	0	0	0

$	$	$	$	$	$	$	$
2,500	7,556,178	1,568,822	0	0	0	0	0
0,900	7,863,878	1,557,922	0	0	0	0	0
3,400	15,420,056	3,126,744	0	0	0	0	0

be claimed) = $716,785

5 Expenditures once the monies are claimed.

CANADA / SASKATCHEWAN STRATEGIC

2001/02

SCHED

PROJECTS TO BE UNDERTAKE

Project Number	Description of Projects	Estimated Project Cost	Shareable Project Cost	Agreement Contrib	
				Federal	P
5.0	Highway 1 East	$	$	$	
5.1	[12-Jul-2004] Grading 20 km from 3 km West of Whitewood to Broadview. EA: 27.04.2004 The proposed project involves grading 20 km of Highway 1 east from 3 km west of Whitewood to Broadview (C.S. 1-03 km 3 to km 23)	3,942,078	2,917,958	1,458,979	1
5.2	[12-Jul-2004] Grading 6.95 km from 1 km east of Broadview to 5.9 km west. EA: 27.04.2004 The proposed project involves grading 6.95 km of Highway 1 from 1 km east of Broadview to 5.9 kms west of Broadview (C.S. 1-03 km 22.8 to 23.85); (C.S. 1-04 km 0.0 to km 5.9)	4,730,935	3,652,242	1,826,121	1
	Sub-Total	**8,673,013**	**6,570,200**	**3,285,100**	**3,**

The 2004-05 forecast amount includes the following:
5.1 Grade Whitewood to Broadview: $172,093 (2003-04 expenditures to be claimed) = $172,093
5.2 Grade @ Broadview: $9,800 (2003-04 expenditures to be claimed) = $9,800
The 2003-04 Expenditures will be adjusted to include the monies currently listed under 2004-05 Expenditures once the

Program Total	**41,842,366**	**37,000,000**	**18,500,000**	**18**

* The disbursement of the funds required for this project is conditional upon the completion of an environmental assessment of this project pursu

Approved by the Management Committee:

Canada: Dwight Lowe Date: July 26/04

Pa

IGHWAY INFRASTRUCTURE PROGRAM

2005/06

LE 'B'

THROUGH THIS AGREEMENT

Revision #8

08.07.2004

ions	Previous Claims	Breakdown Of Expenditures					Unallocated Funds
ner	01.02 - 03.04	2004/2005	2005/2006	2006/2007 (c1)	2007/2008 (c2)		
	$	$	$	$	$	$	$
8,979	0	2,368,881	549,077	0	0	0	0
26,121	0	3,652,242	0	0	0	0	0
5,100	**0**	**6,021,123**	**549,077**	**0**	**0**	**0**	**0**

ionies are claimed.

00,000	**25,135,115**	**11,195,408**	**669,477**	**0**	**0**	**0**	**0**

to the Canadian Environmental Assessment Act and the implementation of any mitigation measures that Canada considers.

Saskatchewan Date July 22/2004

4 of 4

APPENDIX C

2004-05 Audit Report

Provincial Auditor Saskatchewan

1500 Chateau Tower
1920 Broad Street
Regina, Saskatchewan
S4P 3V2

SASKATCHEWAN

Phone: (306) 787-6398
Fax: (306) 787-6383
Web site: www.auditor.sk.ca
Internet e-mail: info@auditor.sk.ca

AUDITOR'S REPORT

To: The Minister of the Department of Highways and Transportation

At the request of the Department of Highways and Transportation (the Department), I have audited the schedule of detailed expenditures under the Canada – Saskatchewan Strategic Highway Infrastructure Program Agreement (as defined in Schedule C of the agreement) for the year ended March 31, 2005. This schedule is the responsibility of the management of the Department. My responsibility is to express an opinion on this schedule based on my audit.

I conducted my audit in accordance with Canadian generally accepted auditing standards. Those standards require that I plan and perform an audit to obtain reasonable assurance whether the financial information is free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial information. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall presentation of the financial information.

In my opinion, this schedule presents fairly, in all material respects, the detailed expenditures under the Canada – Saskatchewan Strategic Highway Infrastructure Program Agreement for the year ended March 31, 2005 in accordance with the provisions of Schedule C of that agreement.

Regina, Saskatchewan
June 18, 2005

Fred Wendel, CMA, CA
Provincial Auditor

CANADA - SASKATCHEWAN STRATEGIC HIGHWAY INFRASTRUCTURE PROGRAM
SCHEDULE OF DETAILED EXPENDITURES
FOR THE YEAR ENDED MARCH 31, 2005

Project Number	SHIP Project	Contract Authorization	Contract Amount	Expenditures Claimed To End of 2003-2004	Claim 6 Expenses (100%)	Claim 7 Expenses (100%)	Claim 8 Expenses (100%)	Claim 9 Expenses (100%)	Claim 10 Expenses (100%)	2004-05 Expenditures Claimed To Date	Total Claimed To Date	Federal Share	Contract Balance
[illegible]	[illegible]	[illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Canada - Saskatchewan Strategic Highway Infrastructure Program
Notes to the Schedule
March 31, 2005

1. **Description of the Agreement**

   The purpose of the Canada - Saskatchewan Strategic Highway Infrastructure Program agreement between the Department of Highways and Transportation and Transport Canada is to jointly finance capital investments, new construction, rehabilitation or improvements of part of the National Highway System situated in Saskatchewan.

2. **Summary of Accounting Policies**

   Expenditures

   Expenditures are recorded as claims are submitted to Transport Canada for payment.

APPENDIX D

Site Visits

Conducted by Transport Canada

(Highway 1 east SHIP projects are included with
Site Visits for Highway 1 east CSIF projects)

SITE VISIT REPORT Saskatchewan SHIP	
Site Visit No.: Final – 2004 Visit	**Date: June 7, 2004**
Project Name:	Highway 1 West Twinning
Project Location:	Trans-Canada Highway 1 West in Saskatchewan, From near Tompkins to Highway 21 (Maple Creek).
Project Description:	Grading and paving to twin the existing two lane Trans-Canada Highway 1.
Start Date:	This project started in early Spring 2003
Completion Date:	Spring 2004 (may be some minor deficiencies to touch-up, seeding etc.)
Total Eligible Costs:	$18.7 M
Federal Contribution:	$8.7 M
Contacts:	Andrea Fisher Manager, Operational Assessment Unit Saskatchewan Highways & Transportation 11th flr, 1855 Victoria Ave. Regina, Saskatchewan S4P 3V5 Ph: (306) 787-0662 Fax: (306) 787-8700
Description of Surrounds:	The area is rural agricultural land. The topography is fairly flat. There are no major watercourses or trend areas near the highway.
Additional Information:	This project was opened to traffic in the late fall of 2003. There may be a need for minor seeding and certain borrow and aggregate storage areas need to be reclaimed.

PROGRAM SIGNAGE		
	Yes	No
Program signs installed as per agreement?	x	
If NO, why not?		

ENVIRONMENTAL MITIGATION		
	In Place (Y/N)	Photo No.
Silt fences are still in place	yes	

Additional Comments:

Unusually heavy rains in the area have caused some minor erosion in some areas of the median and sideslopes where grass had not started to grow. A few cross-culverts have become clogged. These comments will be passed to Saskatchewan Highways.

CONSTRUCTION ACTIVITIES

List construction activities during site visit:

None. Construction work is complete. No equipment or machinery on-site.

General construction schedule for remainder of project:

Minor deficiencies and maintenance only (seeding, a few blocked culverts). Aggregate and borrow storage areas will need to be reclaimed.

Any discrepancies between the proposed project description and what is being built?

Project successfully completed the twinning as planned.

Additional Comments:

The finished surface is smooth and does not appear to be rutting.

Site photos in addition to those below can be found on the TC drive at:

G:\AH\AHS\AHS NEW\Highways\Saskatchewan\y-Federal Programs\Site Visits\June 2 to 9 2004 - SHIP BIF CSIF\20040610-131400

SHIP sign at west end of the project

New WBL near Piapot

Highway 1 West – Federal Sign and new lane near Piapot

SITE VISIT REPORT Saskatchewan CSIF	
Site Visit No.: 2 (2004 visit)	**Date: June 3, 2004**
Project Name:	Trans-Canada Highway 1 East
Project Location:	Highway 1 east of Regina. From Wolseley to the Manitoba border.
Project Description:	Reconstruction of 135km. Twin Highway 1 from approximately 3 km east of Wolseley (km 20 on Control Section 1-05) to the Manitoba Border, including but not limited to associated roadways, ancillary facilities, service roads, and re-alignment of adjacent highways as required to complete the twinning of Highway 1.
Start Date:	2003
Completion Date:	2008
Total Eligible Costs:	$ 91Million
Federal Contribution:	$ 44 Million (including $4 Million under SHIP)
Contacts:	Andrea Fisher Manager, Operational Assessment Unit Saskatchewan Highways & Transportation 11th flr, 1855 Victoria Ave. Regina, Saskatchewan S4P 3V5 Ph: (306) 787-0662 Fax: (306) 787-8700 Garry Cairns, Assistant Project Manager Saskatchewan Highways and Transportation, Southern Region 1630 Park Street Regina, SK S4P 3V7 Ph (306) 787-3681 Cell (306) 533-0851

Description of Surrounds:	The area is rural and is primarily. The existing route passes through a number of smaller towns and the new alignment will include a number of by-passess. The topography is fairly flat and there are a few wetland areas that will be impacted.
Additional Information:	

PROGRAM SIGNAGE

	Yes	No
Program signs installed as per agreement?	X (see note)	

If NO, why not?

Due to the number of contracts in place the province did not have enough program signs so a few are missing. Most signs are in place and the additional signs have been ordered and will be erected asap.

ENVIRONMENTAL MITIGATION

	In Place (Y/N)	Photo No.
Silt fences in place as required.	Y	
Mitigation plan for loss of wetland and grasslands in discussion.		

Additional Comments:
It has been an unusually wet spring and there has been some minor erosion of unfinished grade within the median and shoulders.

CONSTRUCTION ACTIVITIES

List construction activities during site visit:

Grading and earthworks for the new lanes. There has been a lot of work to process aggregates and establish stockpiles.

General construction schedule for remainder of project:

Grading near Wolsely for new WBL. Movement of earth from cut and fill and borrow areas with multiple heavy crawlers. Lots of iron. The earthworks is the focus at this stage to construct the sub-grade. Surfacing work will follow in the next contract

Grading near Broadview for new EBL and Broadview Bridges. Movement of earth from cut and fill and borrow areas with multiple heavy crawlers. Lots of iron. The earthworks is the focus at this stage to construct the sub-grade. Surfacing work will follow in the next contract.

Any discrepancies between the proposed project description and what is being built?

No. Proceeding as planned.

Additional Comments:

Site photos in addition to those below can be found on the TC drive at:

G:\AH\AHS\AHS NEW\Highways\Saskatchewan\y-Federal Programs\Site Visis\June 2 to 9 2004 - SHIP BIF CSIF\20040610-131400

Highway 1 – New WBL looking east near Wolseley

Highway 1 near Grenfell - Early grading and contractor's equipment

Highway 1 – Stockpile near Grenfell

Highway 1 – Looking east at east approach to Broadview Bridges

Ellisboro pit after very heavy rainfalls

SITE VISIT REPORT **Saskatchewan SHIP**	
Site Visit No.: Final (2004 visit)	**Date: June 8, 2004**
Project Name:	Yellowhead Highway 16, Approaches to the Battleford Bridges
Project Location:	The Battlefords, Saskatchewan
Project Description:	The project involves twinning 3.2 kms of Highway 16. The project will start west of the Highway 16/Highway 4 junction and connect to the new bridge over the North Saskatchewan River in North Battleford. The project will also involve constructing the necessary north and south access roads to the new highway. The project includes grading, paving, lighting and signage.
Start Date:	This project started in 2002
Completion Date:	Substantially complete in 2003
Total Eligible Costs:	$ 8.2 Million
Federal Contribution:	$ 3.4 Million
Contact:	Andrea Fisher Manager, Operational Assessment Unit Saskatchewan Highways & Transportation 11th flr, 1855 Victoria Ave. Regina, Saskatchewan S4P 3V5 Ph: (306) 787-0662 Fax: (306) 787-8700 Ron Pilot, Assistant Project Manager Saskatchewan Highways and Transportation, Northern Region 5th Fl. 350 - 3rd Ave N Saskatoon, SK S7K 2H6 Ph (306) 933-6224 Cell (306) 221-0251

Description of Surrounds:	The area is near the city limits of the Battlefords. The routes pass through commercial and rural sections. The approach roads pass down into the valley of the North Saskatchewan River. There is a bird sanctuary to the North of the bridge.
Additional Information:	The project is substantially complete and is open to traffic. There is some minor work to complete high mast lighting.

PROGRAM SIGNAGE

	Yes	No
Program signs installed as per agreement?	X	

If NO, why not?

ENVIRONMENTAL MITIGATION

	In Place (Y/N)	Photo No.
N/A at this stage		

Additional Comments:

CONSTRUCTION ACTIVITIES

List construction activities during site visit:

The project is substantially complete and is open to traffic. There is some minor work to complete high mast lighting.

General construction schedule for remainder of project:

High mast lighting work in progress.

Any discrepancies between the proposed project description and what is being built?

No. Work completed as planned.

Additional Comments:

Site photos in addition to those below can be found on the TC drive at:

G:\AH\AHS\AHS NEW\Highways\Saskatchewan\y-Federal Programs\Site Visits\June 2 to 9 2004 - SHIP BIF CSIF\20040610-131400

Highway 16 at Battleford Bridges – High Mast lighting on west side of bridges

Highway 16 Battleford Bridges – Program sign approaching project from the west